HIGHLIGHTS

REVISION NO. 33 Jun 01/10

Pages which have been revised are outlined below, together with the Highlights of the Revision

CH/SE/SU PAGES	C	REASON FOR CHANGE	EFFECTIVITY
CHAPTER 05			
L.E.P. 1- 4		Revised to Reflect this revision indicating new,revised, and/or deleted pages	
T. OF C. 1		Revised to reflect this revision	
05-51-00 1- 2		Minor additions and amplification ADDED TEXT IN GENERAL PARAGRAPH.	
05-51-11 31		Layout Improved or Effectivity Updated	
05-51-12 2		Minor additions and amplification ADDED NOTE: "LIFTING OF THE AIRCRAFT IS ONLY NECESSARY FOR THE PHASE 2 INSPECTION".	
05-51-18 1- 59		Mod.0001X0057 incorporated TECHNICAL PUBLICATION-BASIC MODIFICATION. Minor additions and amplification MODIFIED INSPECTION AFTER LIGHTNING STRIKE FOR QUICK RELEASE UP TO 50 FLIGHT CYCLES.	
05-51-25 1- 10		Minor, non technical corrections CORRECTED REF PROCEDURE Minor additions and amplification REVISED PARA. 2.: REF. 12-35-28, P. BLOCK 301 SUPERSEDED BY REF. 12-32-28, P. BLOCK 301.	
05-51-46 2- 5		Minor additions and amplification DELETED INFORMATION ABOUT THE FCOM BULLETIN REF. 829-1.	
05-59-00 1		Minor additions and amplification ADDED NOTE: "CONTACT AIRBUS FOR A PROPOSED CHECK FLIGHT".	

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CHAPTER 05

TIME LIMITS/MTCE.CHKS

LIST OF EFFECTIVE PAGES

N, R or D indicates pages which are New, Revised or Deleted respectively
Remove and insert the affected pages and complete the Record of Revisions and the Record of Temporary Revisions as necessary

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Inspection of the Landing Gear			602	ALL
Inspection of the Flight Control Surfaces			603	ALL
Close Access			605	ALL
INSPECTION AFTER FLIGHT WITH HIGH LATERAL LOADS	05-51-44			
INSPECTION AFTER FLIGHT OR LANDING IN EXCESS OF LATERAL IMBALANCE	05-51-46			
Reason for the Job			1	ALL
Heat Damage Evaluation for Pylon Structure	05-51-50			
INSPECTION AFTER LANDING WITH FUEL IN TRIM TANK	05-51-55			
General			1	ALL

SUBJECT	CH/SE/SU	C	PAGE	EFFECTIVITY
PRESSURIZATION TEST OF FUSELAGE (LEAKAGE CHECK) AFTER A/C ABNORMAL OPERATION OR REPAIR	05-53-00			
General			1	ALL
Test at 4 psi ΔP for Leakage at Repaired Zone			1	ALL
Test at 8 psi ΔP for Leakage at Repaired Zone			6	ALL
Test at 8 psi ΔP for Structure Leakage Measurement			11	ALL
Test at 4 psi ΔP for Structure Leakage Measurement			16	ALL
DEMAGNETIZATION	05-54-00			
Maintenance Practices			1	ALL
Demagnetization of the External Parts of the Frames of the Windshield and Sliding Windows			1	ALL
LEVELING AND MEASUREMENT AFTER A/C ABNORMAL OPERATION	05-56-00			
General			1	ALL
Inspection/Check			601	ALL
AIRCRAFT STABILITY	05-57-00			
AIRCRAFT STABILITY WITH FUEL IN TRIM TANK	05-57-11			
NON REVENUE FLIGHT REQUIREMENTS FOLLOWING MAINTENANCE ACTIONS	05-59-00			
General			1	ALL
Engine Replacement			1	ALL

GENERAL

1. Chapter 05 Covers
   05-20-00 SCHEDULED MAINTENANCE CHECKS
   05-50-00 UNSCHEDULED MAINTENANCE CHECKS

2. Time Limits
R This part of the Aircraft Maintenance Manual (AMM) is approved by the
R Airworthiness Authorities and is issued as a separate Manual with the
R title:

R A300-600 and A310

R ALS Part 1

R Safe Life Airworthiness Limitation Items

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3. Scheduled Maintenance Checks (05-20-00)
   The initial Scheduled Maintenance Checks are those prescribed by the Maintenance Review Board Report (MRBR).

4. Unscheduled Maintenance Checks (05-50-00)
   The Unscheduled Maintenance Checks section covers Maintenance Checks to be performed whenever a flight in abnormal conditions has been reported by the flight crew.
   This section has been divided into two categories of information :
   - Inspections
   - Checks

R 1. General

In accordance with the ATA 100 Specification, the Maintenance checks and inspections of the aircraft, its systems and units as well as the relevant Hard Time Limits recommended by the manufacturer, agreed by the A310 Maintenance Steering Committee (AMSC) and approved by the A310 Maintenance
R Review Board are provided separately in the A310 Maintenance Review
R Board Report (MRBR).

1. General

This section contains recommended checks and inspections which may be dictated by special or abnormal conditions such as hard/overweight landing, flight in excessive turbulence, lightning strike or severe static discharge, bird impact or slush ingestion.

R It also contains the manufacturers' recommendations for non revenue flight
R requirements following maintenance actions (Ref. 05-59-00, P. Block 1).

R **ON A/C 101-200,

1. Leaks - Permitted Values

A. Reason for the Job
This task gives you all the fluid leak measurement procedures for flight controls, fuel, hydraulic, landing gear, cargo doors and power plant systems.

B. Equipment and Materials

ITEM	DESIGNATION
Referenced procedures	
- 28-11-00, P. Block 601	Tanks
- 29-00-00, P. Block 601	Hydraulic Power - General
- 71-00-00, P. Block 201	Power Plant - General

C. Procedure
(1)Measurement of Leaks
(a)Measurement of hydraulic system leaks (Ref. 29-00-00, P. Block 601).
(b)Measurement of flight control system leaks (Ref. 29-00-00, P. Block 601).
(c)Measurement of fuel system leaks (Ref. 28-11-00, P. Block 601).
(d)Measurement of landing gear system leaks (Ref. 29-00-00, P. Block 601).
(e)Measurement of cargo doors leaks (Ref. 29-00-00, P. Block 601).
(f)Measurement of power plant system leaks (Ref. 71-00-00, P. Block 201).

R **ON A/C 001-100,

1. Leaks - Permitted Values

A. Reason for the Job
This task gives you all the fluid leak measurement procedures for flight controls, fuel, hydraulic, landing gear, cargo doors and power plant systems.

B. Equipment and Materials

ITEM	DESIGNATION
Referenced procedures	
- 28-11-00, P. Block 601	Tanks
- 29-00-00, P. Block 601	Hydraulic Power - General
- 71-70-00, P. Block 601	Engine Drains

C. Procedure
(1)Measurement of Leaks
(a)Measurement of hydraulic system leaks (Ref. 29-00-00, P. Block 601).
(b)Measurement of flight control system leaks (Ref. 29-00-00, P. Block 601).
(c)Measurement of fuel system leaks (Ref. 28-11-00, P. Block 601).
(d)Measurement of landing gear system leaks (Ref. 29-00-00, P. Block 601).
(e)Measurement of cargo doors leaks (Ref. 29-00-00, P. Block 601).
(f)Measurement of power plant system leaks (Ref. 71-70-00, P. Block 601).

INSPECTIONS

1. General

This section contains those inspections that are necessary after an incident or abnormal flight conditions and will, in most cases, be called for as a result of a flight crew report.

R Unless specified differently, you must do these inspections before the
R subsequent flight of the aircraft.

If there is no inspection in this section applicable to the incident or abnormal flight conditions that occurred, operators must tell Airbus and make a request for more instructions.

2. Inspection Coverage

It is not possible to lay down precise details of the inspection procedure to be adopted after every incident because of the wide variations of weight, speed, nature and direction of loads, weather conditions and component failure patterns. Therefore these inspections have been written for the worst possible case. In order to gain an indication of the severity of the incident and to facilitate rapid location of primary damage, it is essential that full information is obtained from the flight crew. Therefore prior to starting an inspection, consult the crew and ascertain details of:

- Weather conditions
- Aircraft speed and flight attitude
- Aircraft weight and fuel distribution
- In landing mode, if touchdown was straight, drifting, wing low, nose high or low
- If any noise of impact or indicative of structure or component failure was heard
- Relevant instrument indications.

Printout of the maintenance data recorder (if installed) tape will provide valuable additional data and indication of system malfunction.

3. Inspection Sequence

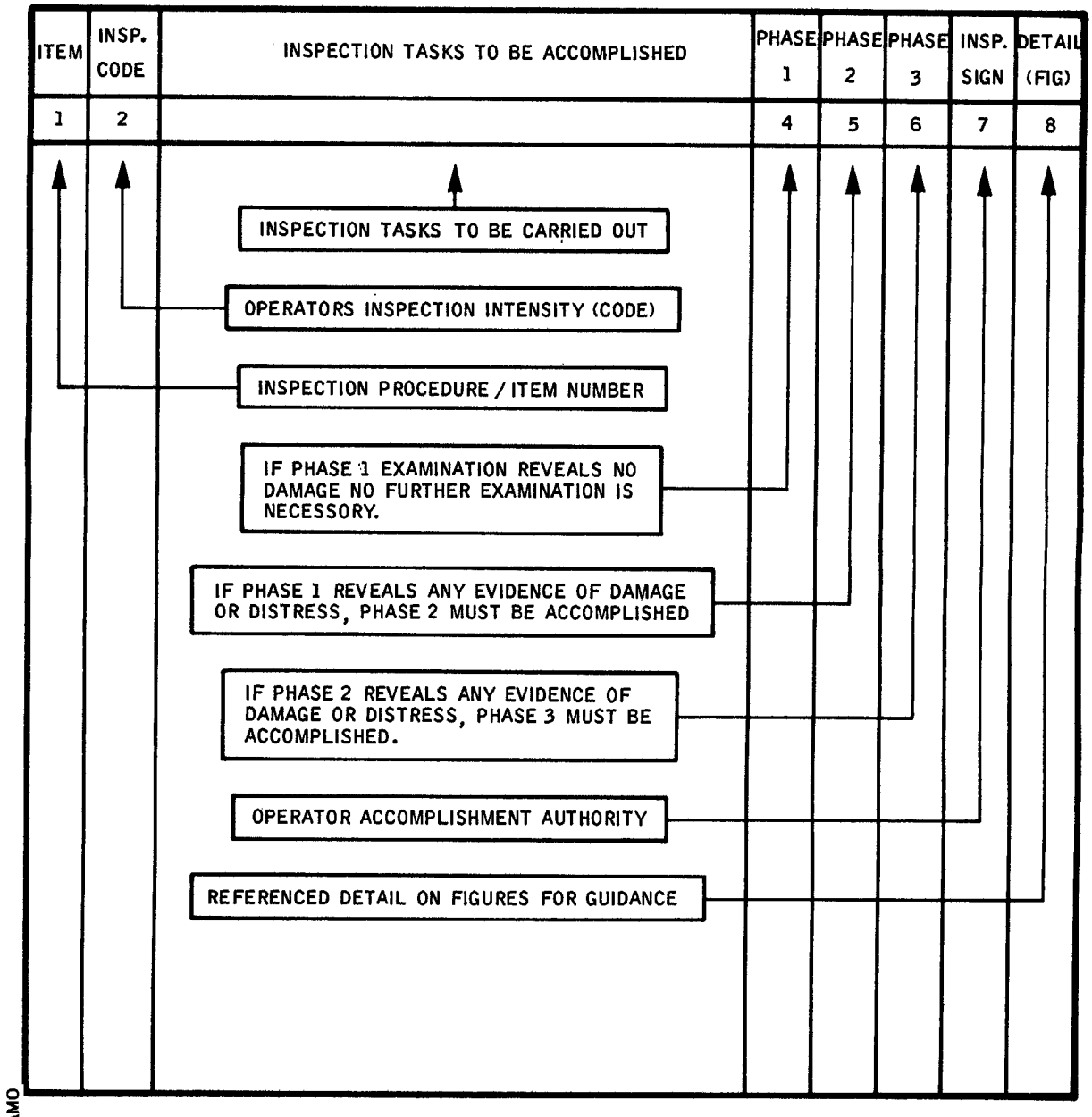
To permit simultaneous inspection of several areas of the aircraft, the inspection has been divided into a number of "Packages".
For example: "Inspection after Hail Impact" requires on Phase 1 a complete airframe external check. Therefore this is divided into four major zones: fuselage, wings, nacelles/pylons and stabilizers. These major zones are further divided into smaller zones or major components.
The small zones are then broken down into items, which can be individually signed off as inspection is completed.
The inspections are divided into three phases:

- Phase 1 is a general inspection for primary damage and indications of remote damage and is mainly external.
- Phase 2 is a more detailed inspection and is mainly internal. Some component removal may be called up.
- Phase 3 is a very detailed inspection involving component removal and strip down.

If the Phase 1 inspection reveals no damage, no further examination is necessary.
If Phase 1 reveals damage then Phase 2 must be accomplished.

If Phase 2 reveals damage then Phase 3 must be accomplished.
If you find damage during Phase 1, Phase 2 or Phase 3 inspections, replace or repair the affected component in accordance with relevant manuals (SRM, AMM, CMM) and ensure that adjacent area is free of damage.

4. Inspection Form (Ref. Fig. 001)
The layout of the inspection form has been arranged as follows:
- Columns 1, 3, 4, 5, 6 and 8 are explained on the figure.
- Columns 2 and 7 are provided for use by the operator's inspectors, if they wish to use them, for inspection intensity code and accomplishment signature. The forms may thus be photocopied, used as work cards and then filed with the aircraft technical records on completion.


ITEM
INSP. CODE
INSPECTION TASKS TO BE ACCOMPLISHED
PHASE 1
PHASE 2
PHASE 3
INSP. SIGN
DETAIL (FIG)
1
2
4
5
6
7
8
INSPECTION TASKS TO BE CARRIED OUT
OPERATORS INSPECTION INTENSITY (CODE)
INSPECTION PROCEDURE / ITEM NUMBER
IF PHASE 1 EXAMINATION REVEALS NO DAMAGE NO FURTHER EXAMINATION IS NECESSORY.
IF PHASE 1 REVEALS ANY EVIDENCE OF DAMAGE OR DISTRESS, PHASE 2 MUST BE ACCOMPLISHED
IF PHASE 2 REVEALS ANY EVIDENCE OF DAMAGE OR DISTRESS, PHASE 3 MUST BE ACCOMPLISHED.
OPERATOR ACCOMPLISHMENT AUTHORITY
REFERENCED DETAIL ON FIGURES FOR GUIDANCE

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DM5

Inspection Form
Figure 001

INSPECTION AFTER HARD OR OVERWEIGHT LANDING

1. Reason for the Job

To do an inspection of the aircraft for structural damage after a hard
R landing or hard overweight landing.
R NOTE : This procedure only refers to inspection after a hard landing or hard
R overweight landing reported by the pilot. It is not dedicated to
R systematic landing analysis for hard/hard overweight landing detection.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms 1.98 m to 8.03 m (6 ft. 6 in. to 26 ft. 4 in.)
B.	Warning Notices
Referenced Procedures	
- 05-56-00, P. Block 1	Leveling and Measurement After A/C Abnormal Operation
- 23-71-00, P. Block 501	Cockpit Voice Recorder
- 24-31-00, P. Block 601	Batteries - DC Generation
- 24-41-00, P. Block 301	AC External Power Control
- 25-52-00, P. Block 501	Semi-Automatic Cargo Loading System
- 27-50-00, P. Block 301	Flaps
- 27-54-19, P. Block 401	Transmission Shaft
- 27-84-00, P. Block 601	Lift Augmenting
- 28-25-00, P. Block 301	Refuel/Defuel System
- 29-10-00, P. Block 301	Main Hydraulic Power - Pressurization/ Depressurization
- 29-25-00, P. Block 501	Yellow Auxiliary Power (Ram Air Turbine)
- 31-31-00, P. Block 501	AIDS Interconnection Interfaces
- 32-10-00, P. Block 601	Main Gear and Doors
- 32-11-13, P. Block 401	Main Gear Shock Absorber
- 32-11-13, P. Block 601	Main Gear Shock Absorber
- 32-12-11, P. Block 301	Main Gear Main Door - (Ground Door(s) Opening)
- 32-21-00, P. Block 601	Nose Gear
- 32-21-14, P. Block 401	Nose Gear Shock Absorber
- 32-21-14, P. Block 601	Nose Gear Shock Absorber
- 32-22-11, P. Block 301	Nose Gear Main Door - (Ground Door(s) Opening
- 38-11-00, P. Block 1	Water Storage
- 49-16-00, P. Block 601	Air Intake System
- 54-51-72, P. Block 401	Attach Fittings - Fwd (Rib 12)
- 54-51-75, P. Block 401	Attach Fittings - Aft (Rib 18)
- 54-51-72, P. Block 601	Attach Fittings - Fwd (Rib 12)
- 54-51-75, P. Block 601	Attach Fittings - Aft (Rib 18)
- 54-51-85, P. Block 601	Aft Mount Upper Beam
- 55-16-11, P. Block 601	Horizontal Stabilizer Attach Fittings
- 55-26-11, P. Block 601	Elevator Attach Fittings
- 55-36-11, P. Block 601	Vertical Stabilizer Attach Fittings
- 55-46-11, P. Block 601	Rudder Attach Fittings
- 57-20-24, P. Block 601	Beams
- 57-20-34, P. Block 601	Attach Fittings
- 57-20-35, P. Block 401	Fillets and Fairings

ITEM	DESIGNATION
- 71-00-00, P. Block 401	Power Plant - General
- 72-00-00, P. Block 501	Engine - General
- 72-00-00, P. Block 601	Engine - General
- 76-11-00, P. Block 501	Throttle Controls

3. Job Set-up

A. General
(1)Definitions
(a)Delta VRTA
Vertical Acceleration Increment (DELTA VRTA): This is the difference between the Vertical Acceleration (VRTA) peak value after the impact (or bounce) and the VRTA minimum value in a period not exceeding one second before the peak.
(b)RALR
Radio Altitude Rate (RALR): This represents the aircraft vertical rate of descent.
(c)NY
Lateral Load Factor (NY): Lateral acceleration at the impact.
(d)ROLL
Roll angle (|ROLL|): Aircraft roll angle at the impact.

R

R B. Procedure to confirm a Suspected Hard/Hard Overweight Landing
(Ref. Fig. 001, 002, 003)
(Ref. Fig. 004)
R (1)Definition of a suspected hard/hard overweight landing
R A suspected hard/hard overweight landing is a landing after which the
R flight crew makes a report of a hard/hard overweight landing.
NOTE : It is the responsibility of the flight crew to make a report if
R they think there was a hard/hard overweight landing.
R (2)Confirmation of a hard/hard overweight landing
R After a suspected hard/hard overweight landing, operators have to assess for the severity of the event by downloading and processing the recorder's data.
The grace period to download the landing parameters is 50FH, but:
- is limited to 25FH if the DFDR is used, as the maximum recording period for this device is 25H,
- is limited to the maximum recording period depending on QAR system configuration, if a QAR is available, within the 50FH limitation.
If the criteria have not been exceeded, no inspection is required.
NOTE : It is the operator's responsibility to download data from recorders and to process them to assess where the A/C is with respect to criteria. Upon request, Airbus support may be contacted to process raw data in lieu of the operator (Refer to SIL 00.086).
If the operator does not or cannot read the landing impact

parameters, the inspection as per AMM 05-51-11 must be performed before the subsequent flight.

(a)If GW ≤ MLW, the hard landing is divided into 2 severity zones:

1) Zone 1: |ROLL| < 1° and |NY| < 0.3g
or
|ROLL| < 3° and |NY| < 0.2g
or
RALR ≥ -9ft/s and DELTA VRTA ≤ 1.0g
No maintenance necessary or, if the inspections as per AMM 05-51-11 Phase I have already been performed, no additional inspections are
R required. Event reported is definitely not a hard landing.

2) Zone 2: |ROLL| ≥ 3°
or
|ROLL| ≥ 1° and |NY| ≥ 0.2g
or
|NY| ≥ 0.3g
or
RALR < -9ft/s
or
DELTA VRTA > 1.0g

NOTE : - For |ROLL| and NY Refer to (Ref. Fig. 001)
- For RALR and DELTA VRTA Refer to (Ref. Fig. 002).

Do this procedure:
- Do the inspection in paragraph 4.
- On the condition that there are NIL findings during the inspection tasks, the aircraft can return to service until Airbus instructions are available.
R - Download DFDR (or QAR, if available) raw data of the event (Refer to
R SIL 00-086) before it is overwritten and supply it quickly with the
R pilot report and the load trim sheet for event assessment. Meanwhile,
R the aircraft can continue flying.
R - Airbus will either confirm that the release is permanent or advise
R - within a maximum period of 30 days - to carry out some targeted
R additional inspections that can be planned within the given 10FC
R grace period otherwise specified.
R - If there are findings related to phase II, report to Airbus and A/C
R is AOG.

R (b)If GW > MLW, the hard overweight landing is divided into 2 severity
R zones:

1) Zone 1: |ROLL| < 1° and |NY| < 0.3g
or
|ROLL| < 3° and |NY| < 0.2g
or
RALR ≥ -6ft/s and DELTA VRTA ≤ 0.8g
No maintenance necessary or, if the inspections as per AMM 05-51-11 Phase I have already been performed, no additional inspections are
R required. Event reported is definitely not a hard overweight
R landing.

R 2) Zone 2: |ROLL| ≥ 3°
or
|ROLL| ≥ 1° and |NY| ≥ 0.2g

or
|NY| ≥ 0.3g
or
RALR < -6ft/s
or
DELTA VRTA > 0.8g

NOTE : - For |ROLL| and NY Refer to (Ref. Fig. 001)
- For RALR and DELTA VRTA Refer to (Ref. Fig. 003)

Do this procedure:
- Do the inspection in paragraph 4.
- On the condition that there are NIL findings during the inspection tasks, the aircraft can return to service until Airbus instructions are available.

R - Download DFDR (or QAR, if available) raw data of the event (Refer to
R SIL 00-086) before it is overwritten and supply it quickly with the
R pilot report and the load trim sheet for event assessment. Meanwhile,
R the aircraft can continue flying.
R - Airbus will either confirm that the release is permanent or advise
R - within a maximum period of 30 days - to carry out some targeted
R additional inspections that can be planned within the given 10FC
R grace period otherwise specified.
R - If there are findings related to phase II, report to Airbus and A/C
R is AOG.

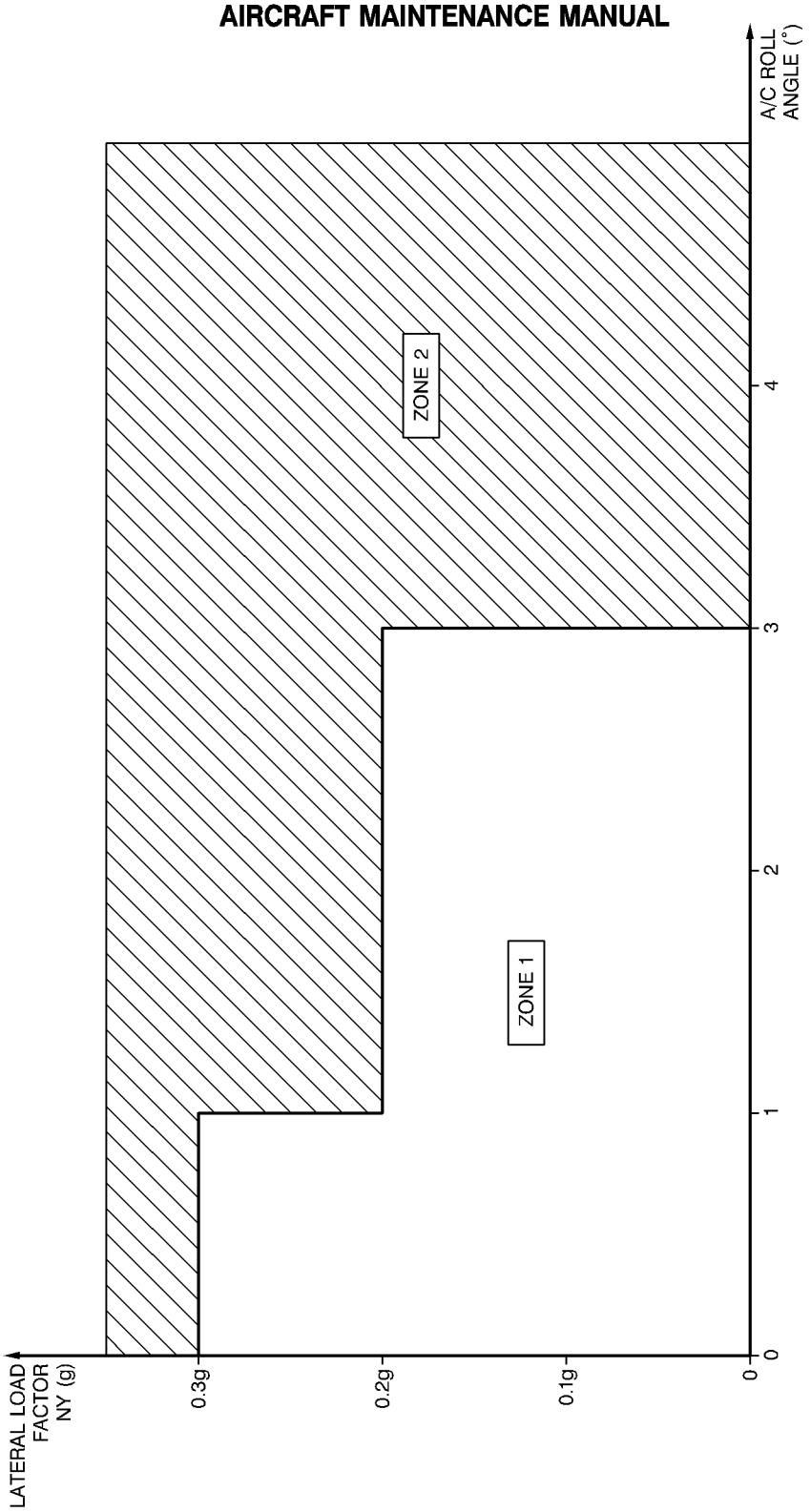
4. Procedure

A. Job Set-Up
(1)Make certain that nose and main landing gear ground locks are correctly installed.
(2)Extend flaps and slats (Ref. 27-50-00, P. Block 301).
(3)Open main gear main doors (Ref. 32-12-11, P. Block 301).
(4)Open nose gear main doors (Ref. 32-22-11, P. Block 301).
(5)Depressurize hydraulic systems (Ref. 29-10-00, P. Block 301).
(6)De-energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(7)Place warning notices in flight compartment prohibiting operation of all aircraft systems.
(8)Position access platforms.

B. Leveling and Measurement
See text, C. Inspection

R C. Inspection after Hard or Hard Overweight Landing
We recommend that you get information from the crew about the landing conditions, e.g. :
- Touch down straight, drifting, wing low, tail or nose heavy,
- Touch down on main gears or on main and nose gears or high pitch rate on nose gear.

R NOTE : After a hard/hard overweight landing, two cases have to be
R considered with their applicable inspection requirements :
- Hard touchdown on main gears only :



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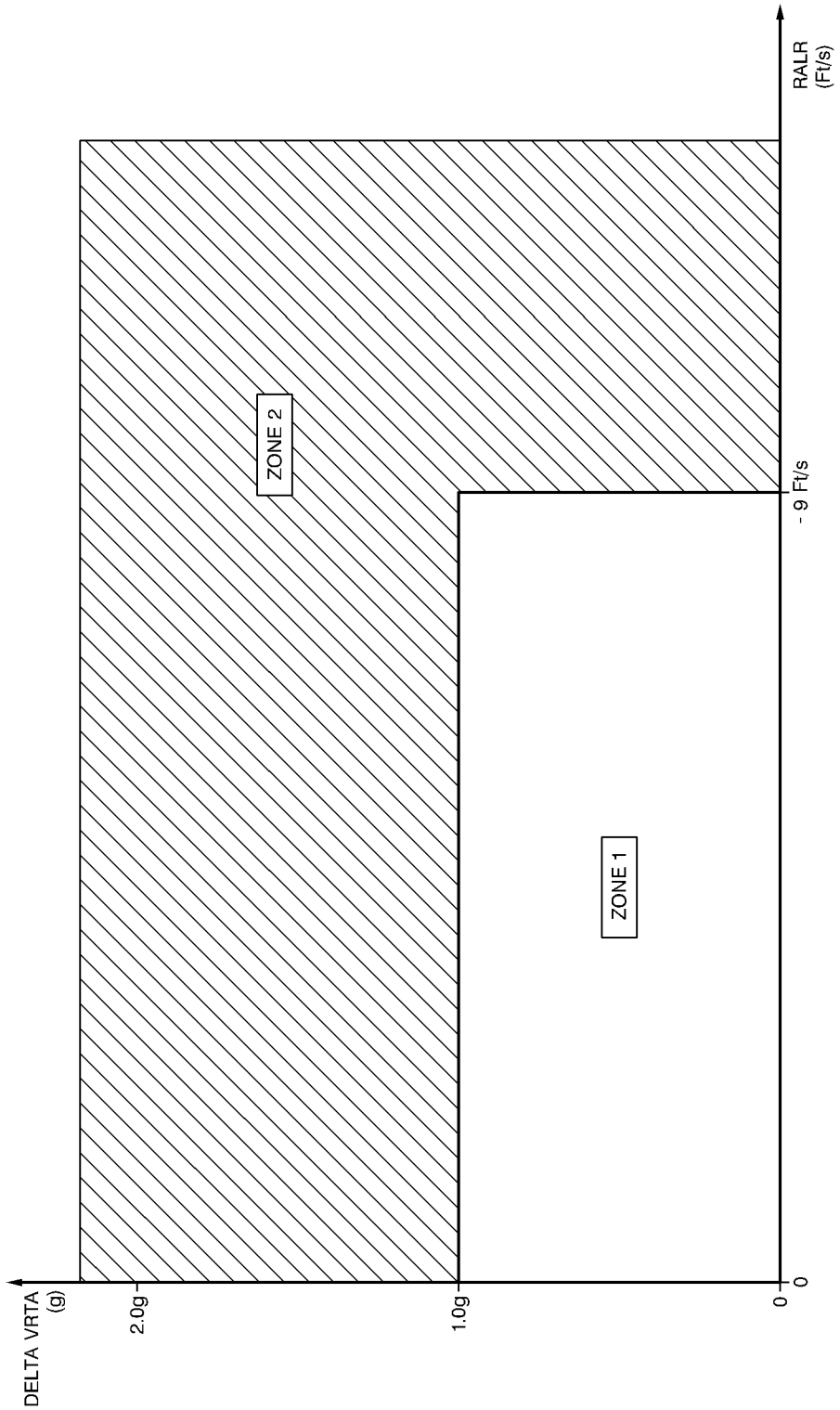
Definition of Dissymmetric Hard/Hard Overweight Landing
Figure 001

R



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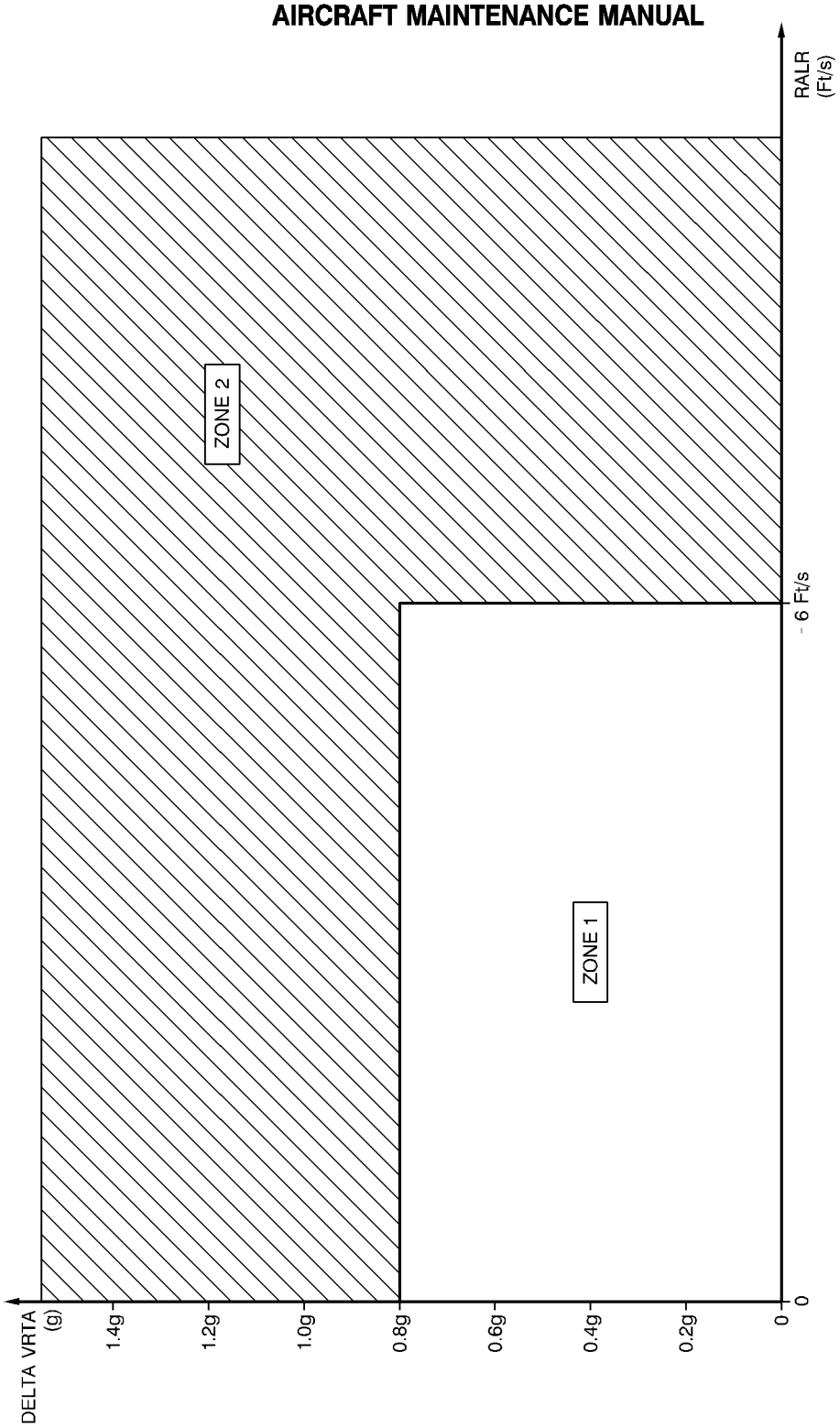
Definition of Symmetric Hard Landing
(GW ≤ MLW)
Figure 002

R



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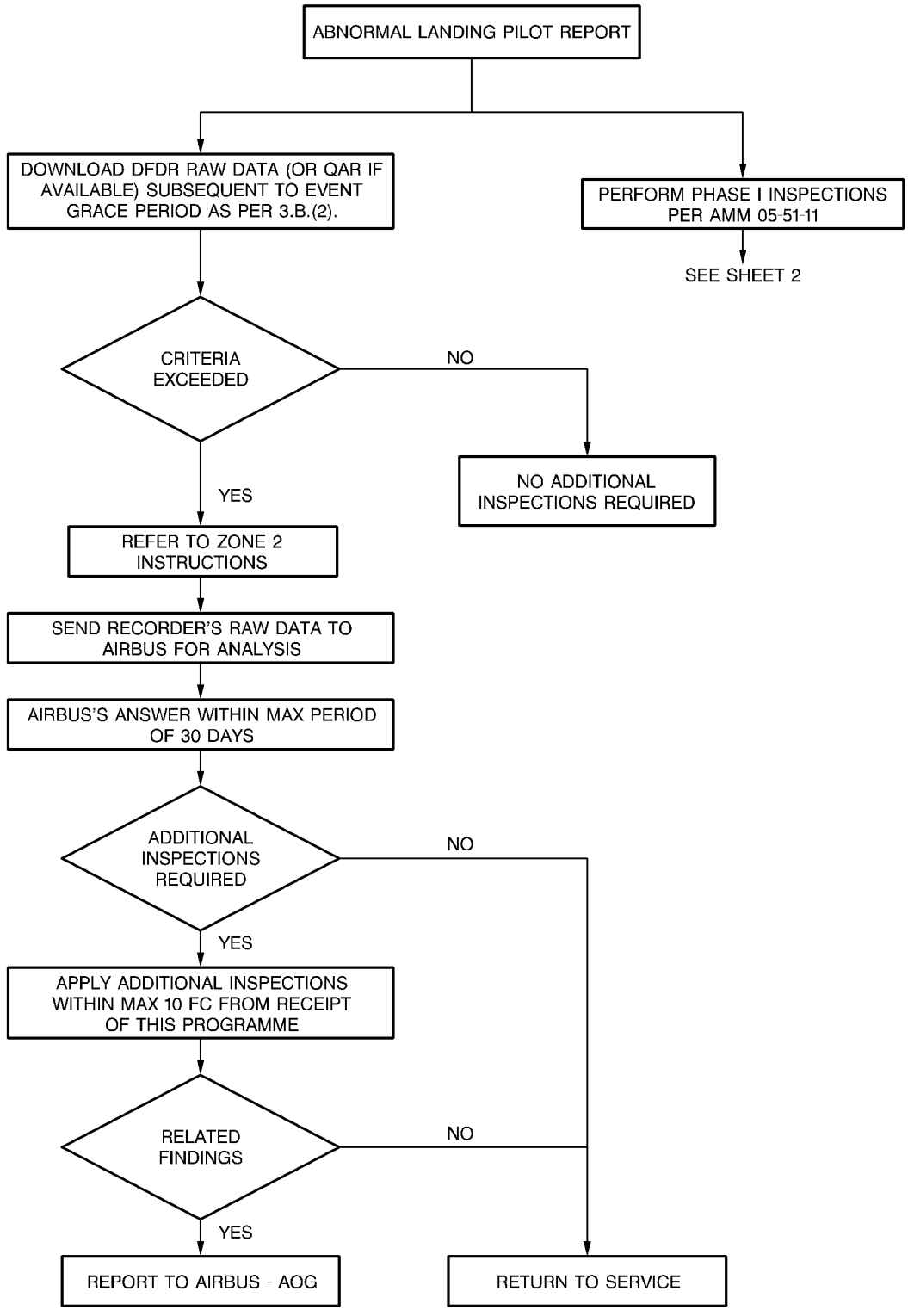
Definition of Symmetric Hard Overweight Landing
(GW > MLW)
Figure 003

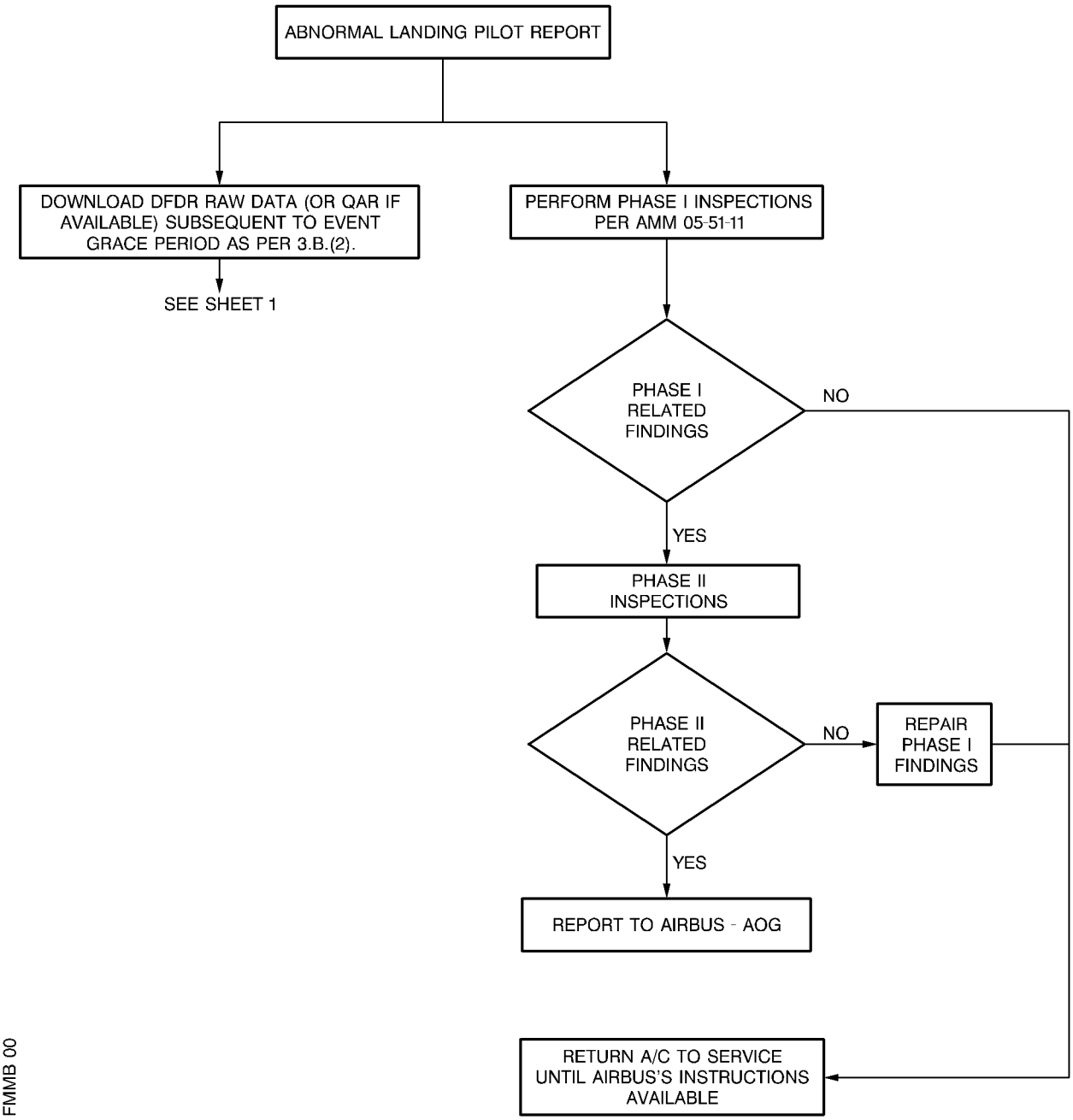
R


ABNORMAL LANDING PILOT REPORT
DOWNLOAD DFDR RAW DATA (OR QAR IF AVAILABLE) SUBSEQUENT TO EVENT GRACE PERIOD AS PER 3.B.(2).
PERFORM PHASE I INSPECTIONS PER AMM 05-51-11
SEE SHEET 2
CRITERIA EXCEEDED
NO
NO ADDITIONAL INSPECTIONS REQUIRED
YES
REFER TO ZONE 2 INSTRUCTIONS
SEND RECORDER'S RAW DATA TO AIRBUS FOR ANALYSIS
AIRBUS'S ANSWER WITHIN MAX PERIOD OF 30 DAYS
ADDITIONAL INSPECTIONS REQUIRED
NO
YES
APPLY ADDITIONAL INSPECTIONS WITHIN MAX 10 FC FROM RECEIPT OF THIS PROGRAMME
RELATED FINDINGS
NO
YES
REPORT TO AIRBUS - AOG
RETURN TO SERVICE

BM5 05 51 11 0 FMMA 00

Decision Tree After a Suspected
Hard/Hard Overweight Landing (sheet 1/2)
Figure 004

R


ABNORMAL LANDING PILOT REPORT
DOWNLOAD DFDR RAW DATA (OR QAR IF AVAILABLE) SUBSEQUENT TO EVENT GRACE PERIOD AS PER 3.B.(2).
SEE SHEET 1
PERFORM PHASE I INSPECTIONS PER AMM 05-51-11
PHASE I RELATED FINDINGS
NO
YES
PHASE II INSPECTIONS
PHASE II RELATED FINDINGS
NO
REPAIR PHASE I FINDINGS
YES
REPORT TO AIRBUS - AOG
RETURN A/C TO SERVICE UNTIL AIRBUS'S INSTRUCTIONS AVAILABLE

BM5 05 51 11 0 FMMB 00

Decision Tree After a Suspected
Hard/Hard Overweight Landing (sheet 2/2)
Figure 004

R

In this case, the inspection of the nose gear area is not required.

- Hard touchdown on nose and main gears :
  In this case, the complete inspection is required.

NOTE : All inspections called for are visual unless otherwise specified in the text.
Operators may, at their own discretion or at the direction of their airworthiness authority, use non-destructive techniques in compliance with the Non-Destructive Testing Manual (NTM).
Any work upon a system as a result of the inspection for damage that entails disconnection or removal of components, pipes, ducts, cables, electrical connectors and mechanical linkages must be followed by a functional test of the system affected.
If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.
If it is necessary to open (remove) access panels and doors, examine them. Make sure that :
- They are aligned correctly,
- They have no distortion or cracks,
- The paint is not damaged,
- All fasteners and safety devices are in the correct position.

(1)Aircraft structure critical areas.
(Ref. Fig. 005)

(2)Before starting phase 1 checks, carry out a general external inspection of the aircraft for obvious damage and fluid leakage, paying particular attention to landing gears, wheels, tires and brake units.

(3)Pylon Identification

**ON A/C 001-100,

(Ref. Fig. 006)

**ON A/C 101-200,

(Ref. Fig. 007)

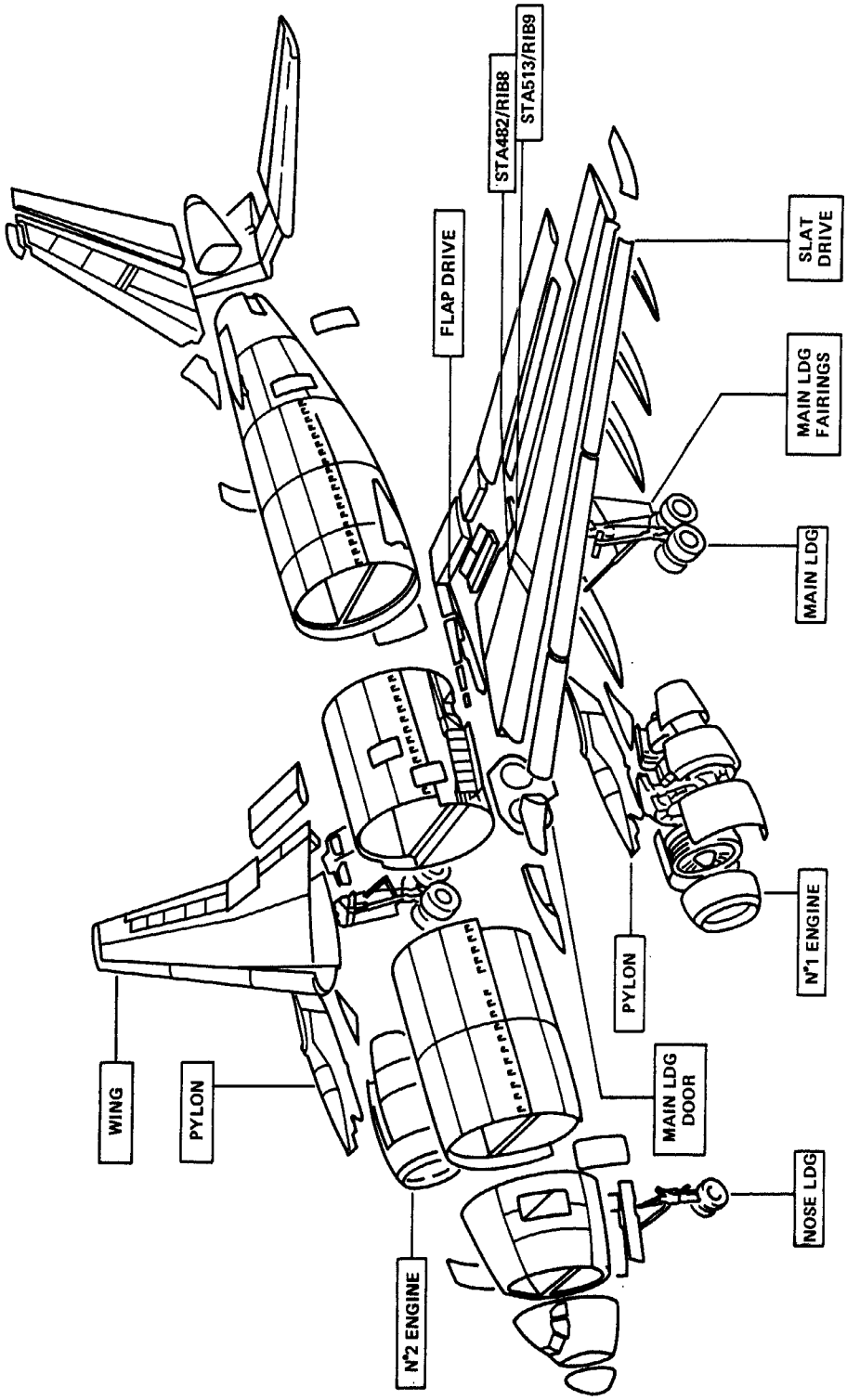
**ON A/C 001-100,

(Ref. Fig. 008)

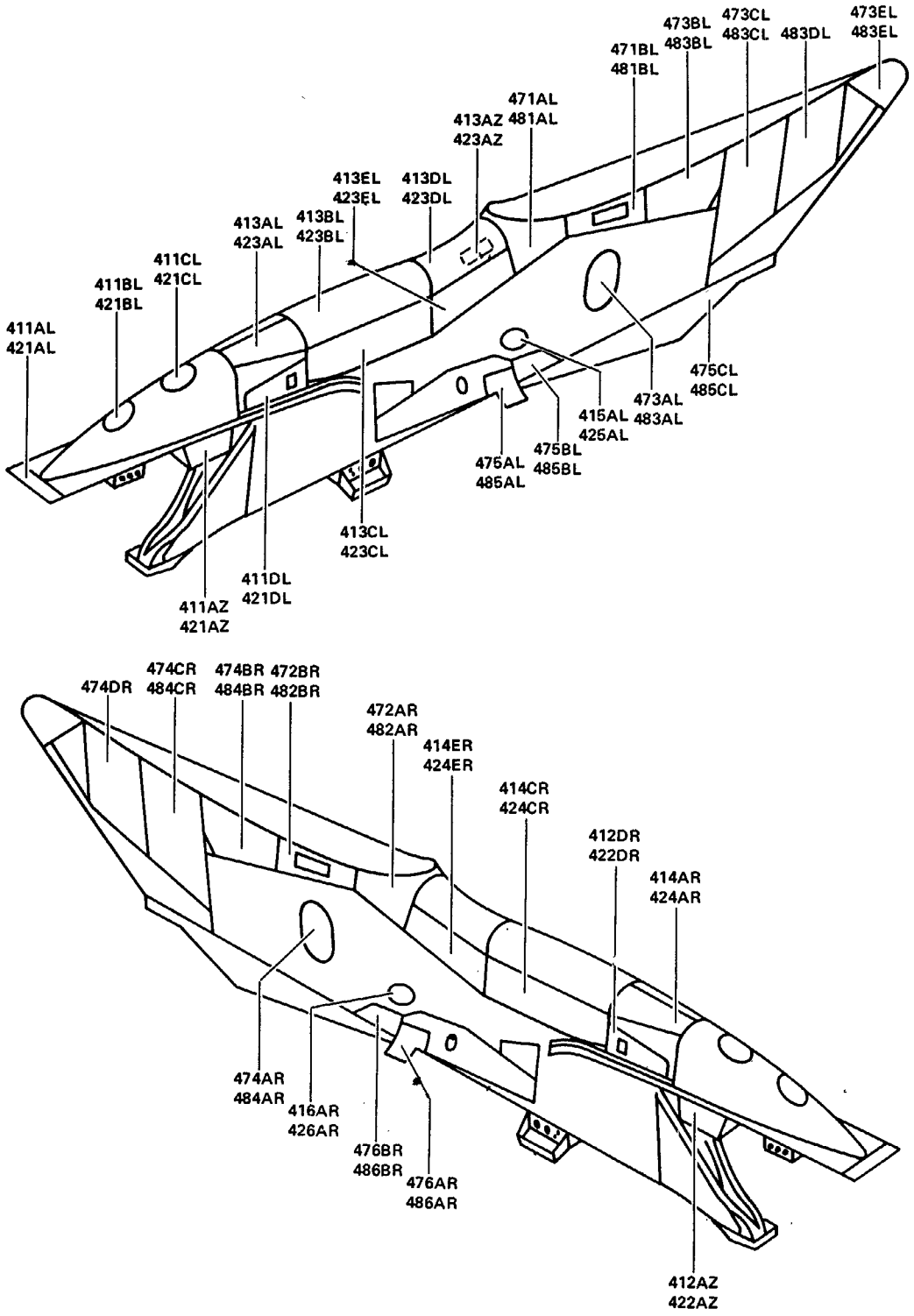
**ON A/C 101-200,

(Ref. Fig. 009)

**ON A/C ALL



Aircraft Structure Critical Areas
Figure 005



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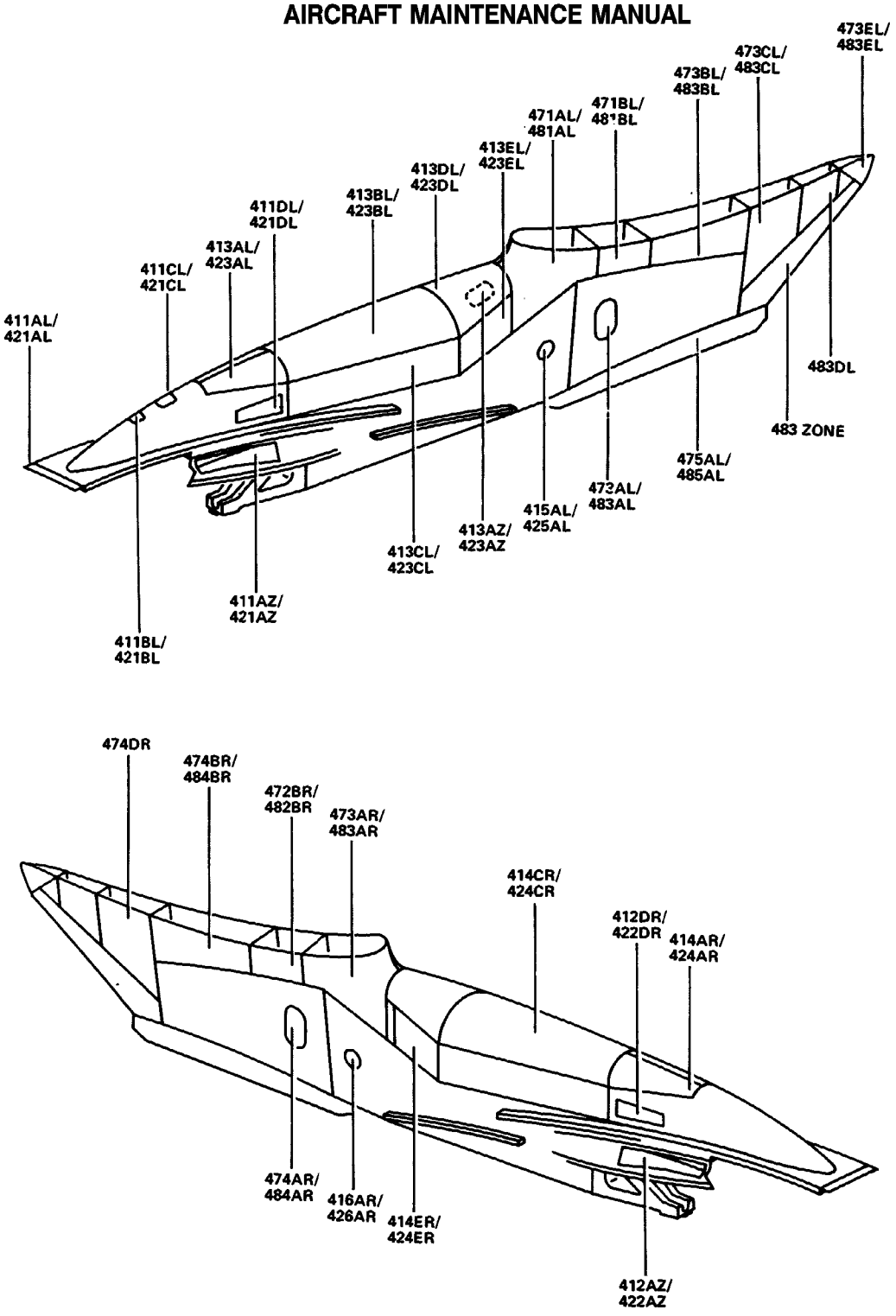
Pylon - Panel Identification
Figure 006



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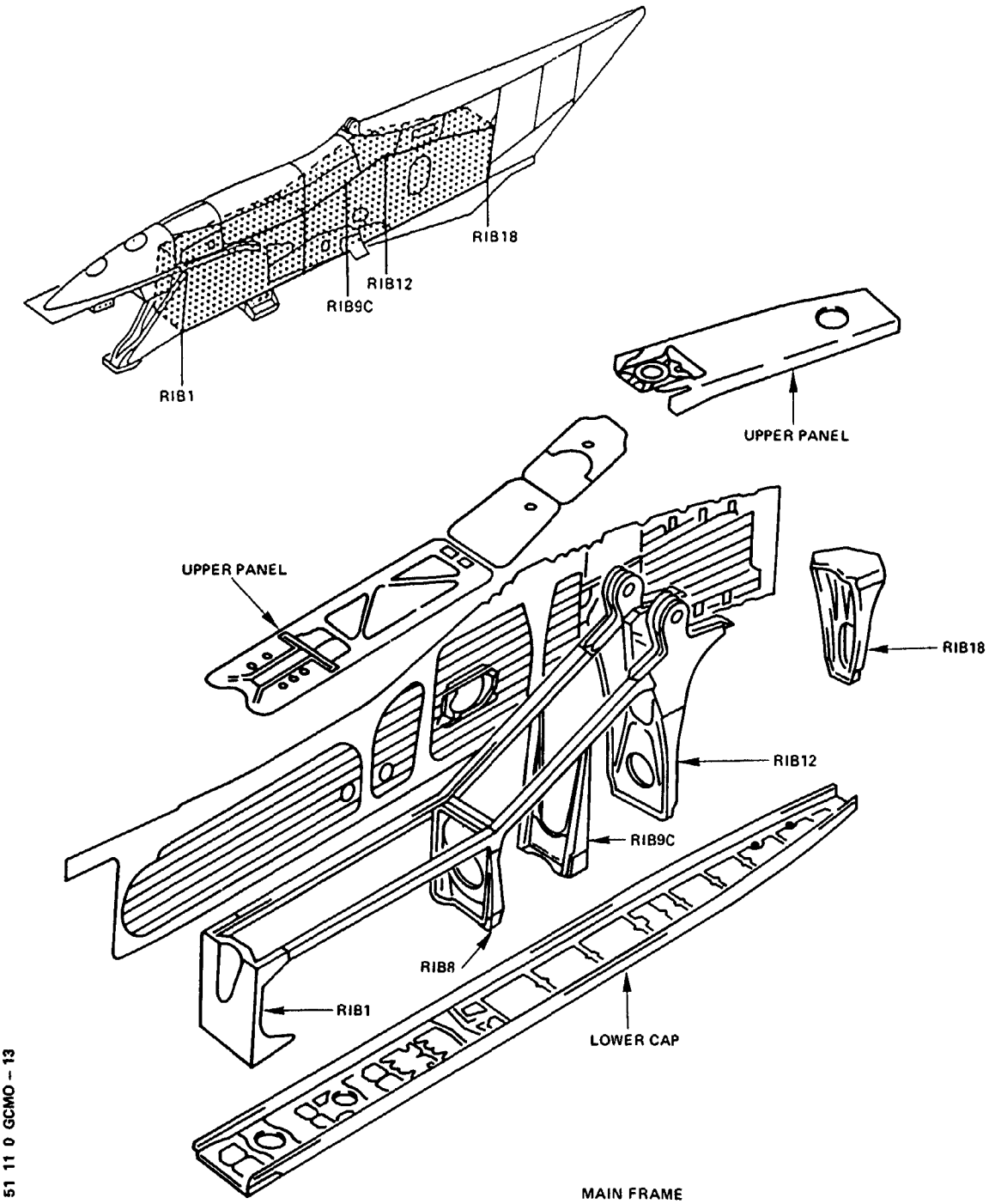
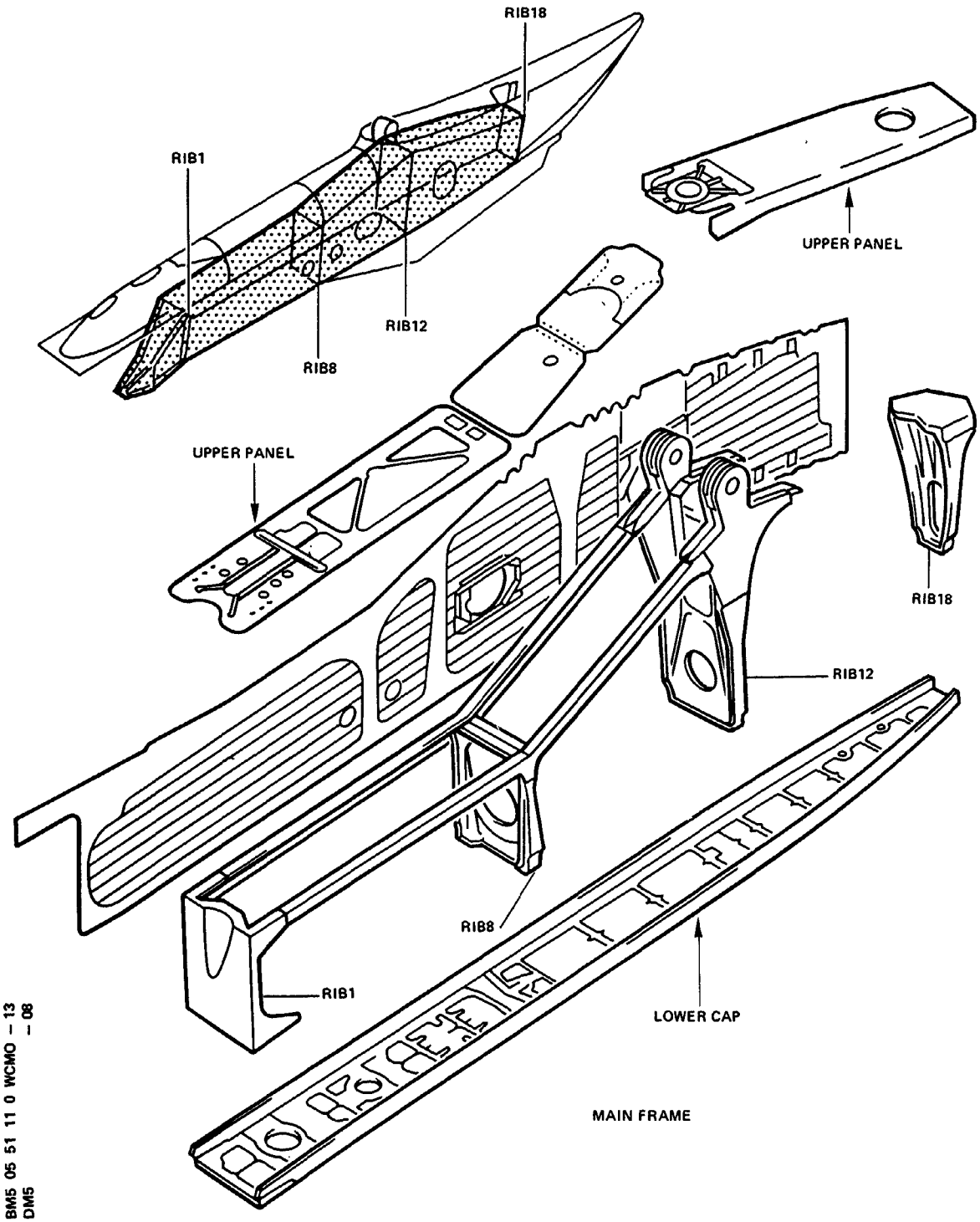
Pylon - Panel Identification
Figure 007



Pylon Structure
Figure 008



Pylon Structure
Figure 009

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Examine Engine Pylon and Nacelle					
A		Examine pylon panels, doors and auxiliary structure for buckling, cracks and pulled or missing fasteners.	X				
B		Inspect fire protection system	X				
C		Inspect all cowl attachment points - open nose cowl inspection doors and inspect internally for distortion, cracks, pulled or torn fasteners and ruptured de-icing supply pipes and starter pneumatic ducts. - open all cowl doors and inspect nose cowl attachment-to-fan case for distortion, cracks and pulled or torn fasteners. - inspect all cowl hinge fittings and cowl internal structure for distortion cracks, pulled or torn fasteners, honeycomb delamination and core damage - inspect all cowl latches for damage and make certain operation is satisfactory.	X				
D		Check main frame for distortion, cracks, cracked or flaking paint, loose rivets and evidence of shearing.	X				
		Note : Open engine cowlings to inspect pylon lower area.	X				
		If damage found : (1) Remove or open access doors and inspection panels and inspect panels and adjacent structure for distortion, wrinkles, buckles and tearing of plates at the rivets and stringers attached to panels (where applicable).		X			
		(2) Inspect : - pylon main frame for distortion and condition of spars connected to the side panels.		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
		**ON A/C 001-100,					
		- attachments between main RIBs 1, 8, 9C, 12, 18, the upper and side panels and the lower spar cap.		X			
		**ON A/C 101-200,					
		- attachments between main RIBs 1, 8, 12, 18, the upper and side panels and the lower spar cap.		X			
		**ON A/C ALL					
		- electrical cables, hydraulic pipes and engine air bleed system components.		X			
		- various components mounted on the main frame.		X			
		If damage found :					
		(1) Inspect attach fittings as follows :					

(4)Engine-to-pylon and pylon-to-wing attachments
(a)Engine-to-pylon attachments

**ON A/C 001-100,

(Ref. Fig. 010)

**ON A/C 101-200,

(Ref. Fig. 011)

**ON A/C ALL

(b)Pylon-to-wing attachments
(Ref. Fig. 012)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Examine Engine-to-Pylon Attach Fittings					
A		Remove engine (Ref. 71-00-00, P. Block 401).			X		

**ON A/C 101-200,

B		Carry out detailed inspection of attach fittings under main wing RIBs 1 and 8 (Ref. 54-51-85, P. Block 601).			X		A, B

**ON A/C 001-100,

B		Carry out detailed inspection of attach fittings under main wing RIBs 1 and 9C (Ref. 54-51-85, P. Block 601).			X		A, B

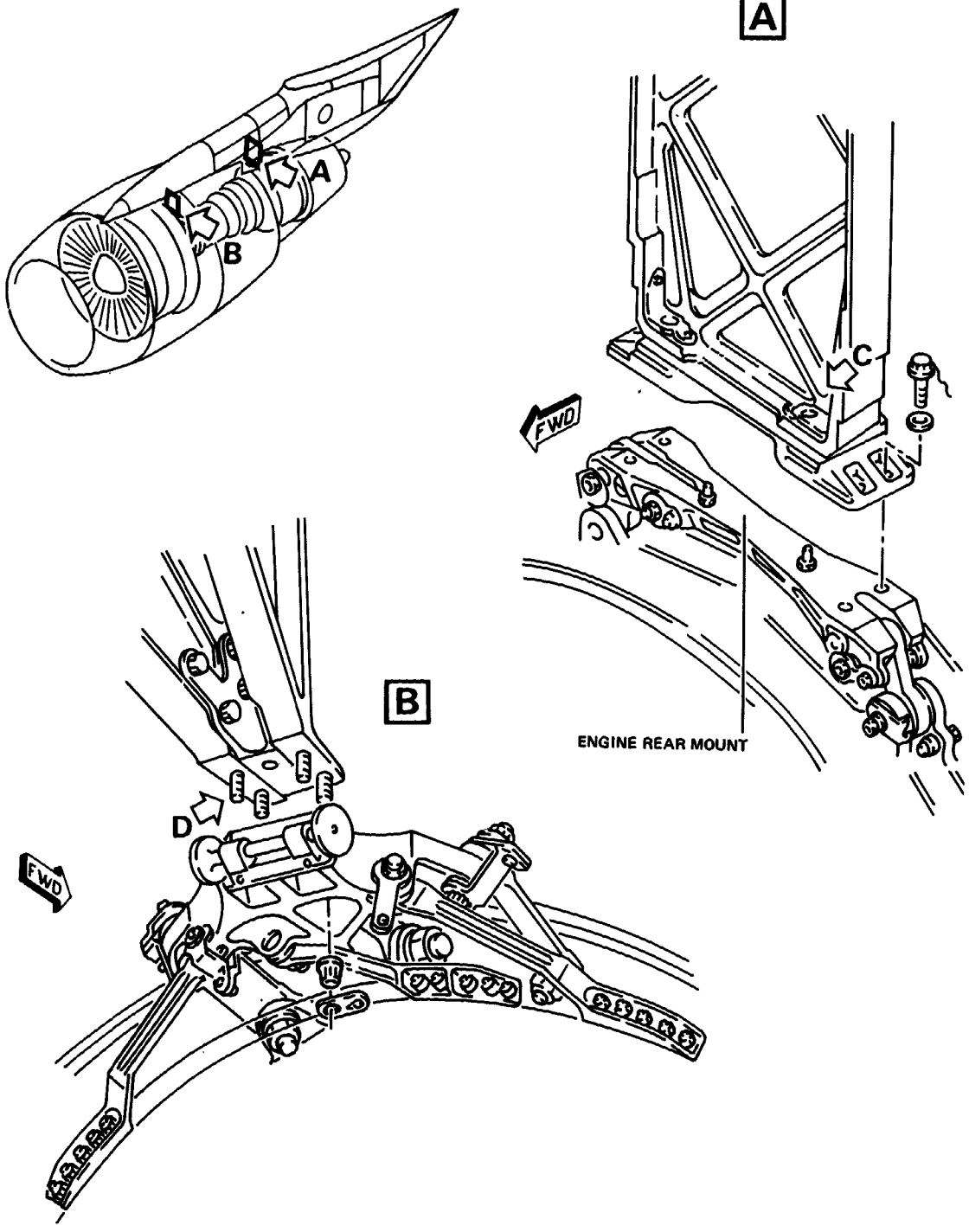
**ON A/C ALL

		(1)Check for evidence of distortion, damage to structure (cracks, rupture, etc.) and traces of oxidation or burning.					
2.		Examine Pylon-to-Wing Attach Fittings					
A		Remove fillets.			X		

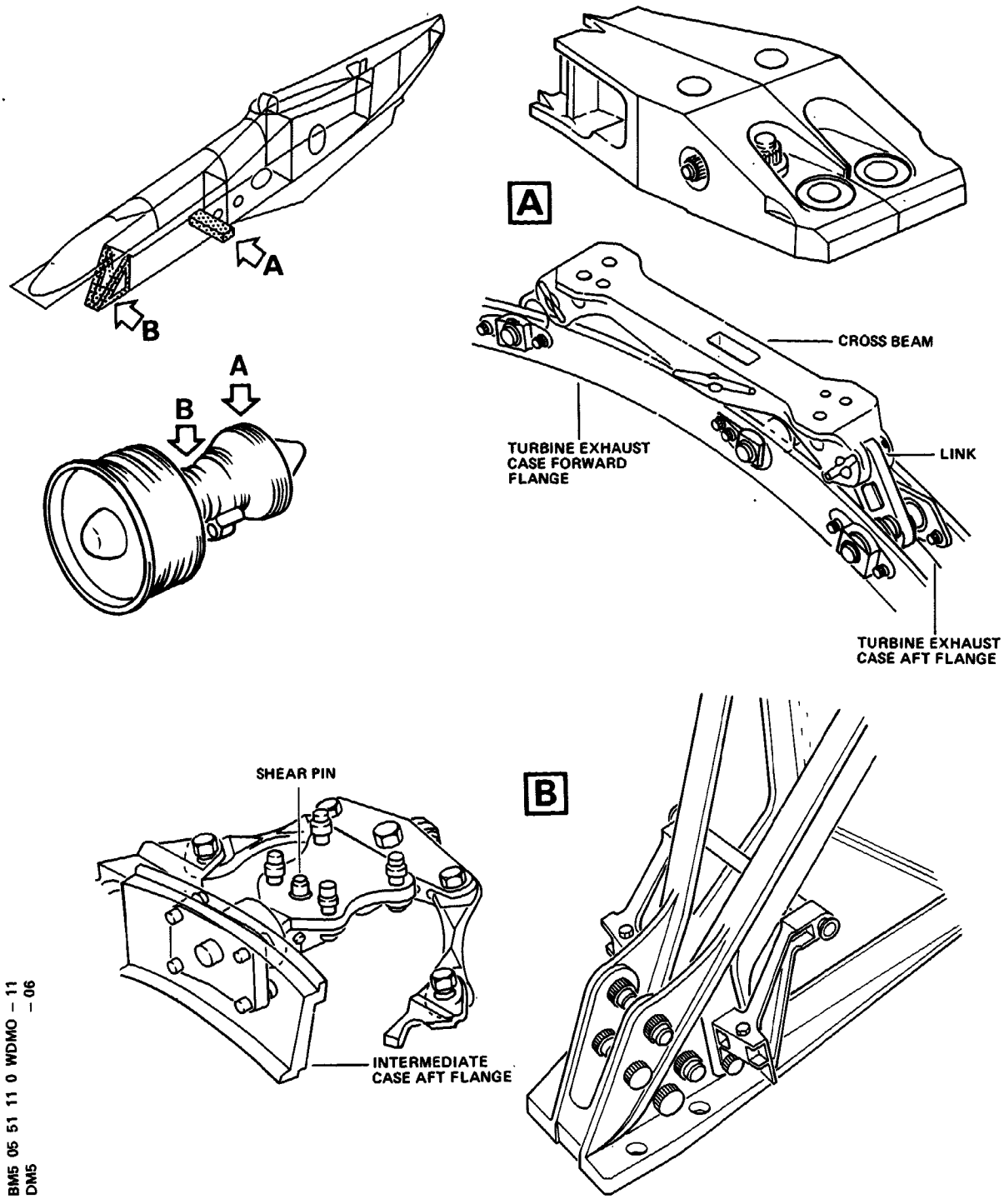
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
B		Carry out detailed visual inspection of attach fittings at pylon RIBs12 and 18 (Ref. 54-51-72 and 54-51-75, P. Block 601). NOTE : For this inspection, attach fittings should be removed (Ref. 54-51-72, 54-51-75, P. Block 401). (1)Check shackles and yokes attached to RIB12. (2)Check attach fittings at RIB18.			X		C, D

(5)Engines

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Engine This inspection is required if phase 1 check of engine pylon (Ref. para. 4. C. (3)) reveals any sign of damage.					
A		Carry out a thorough inspection of the engine (Ref. 72-00-00, P. Block 601).		X			
		If damage found :					
		(1) Perform a functional test on engine controls (Ref. 76-11-00, P. Block 501).			X		
		(2) Carry out engine run-up (Ref. 71-00-00, P. Block 501).			X		



Engine-to-Pylon Attachments
Figure 010



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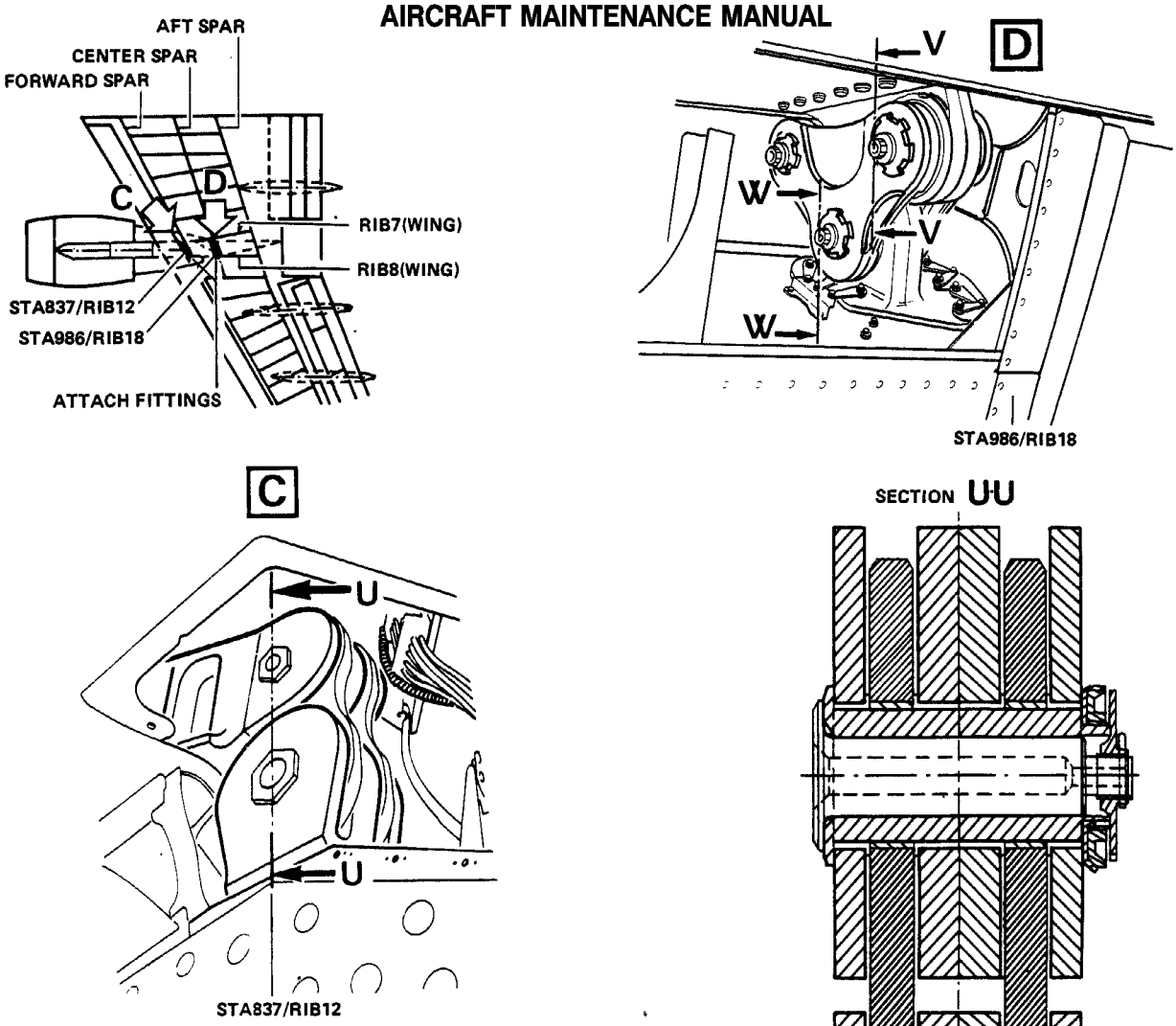
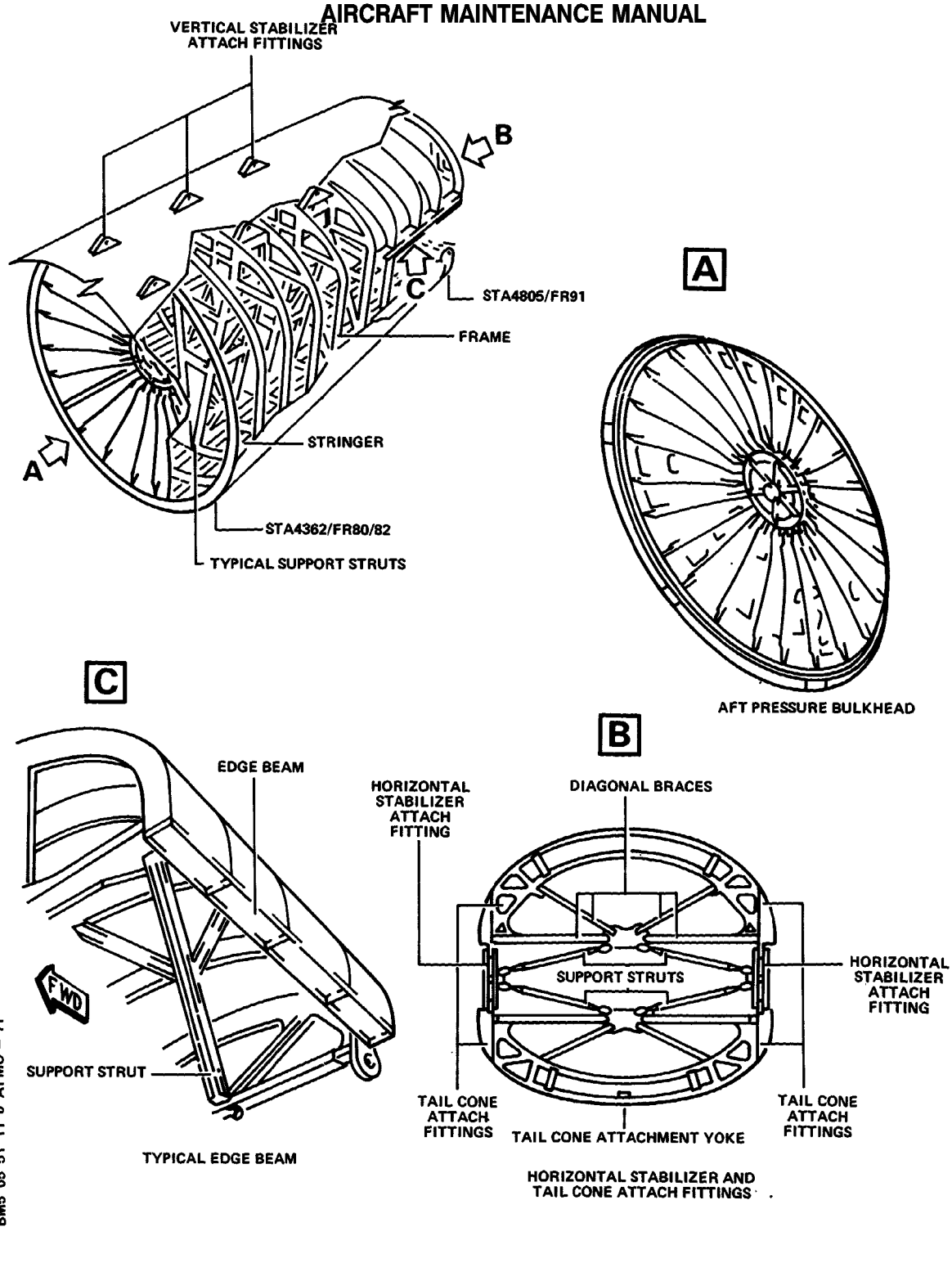
Engine-to-Pylon Attachments
Figure 011



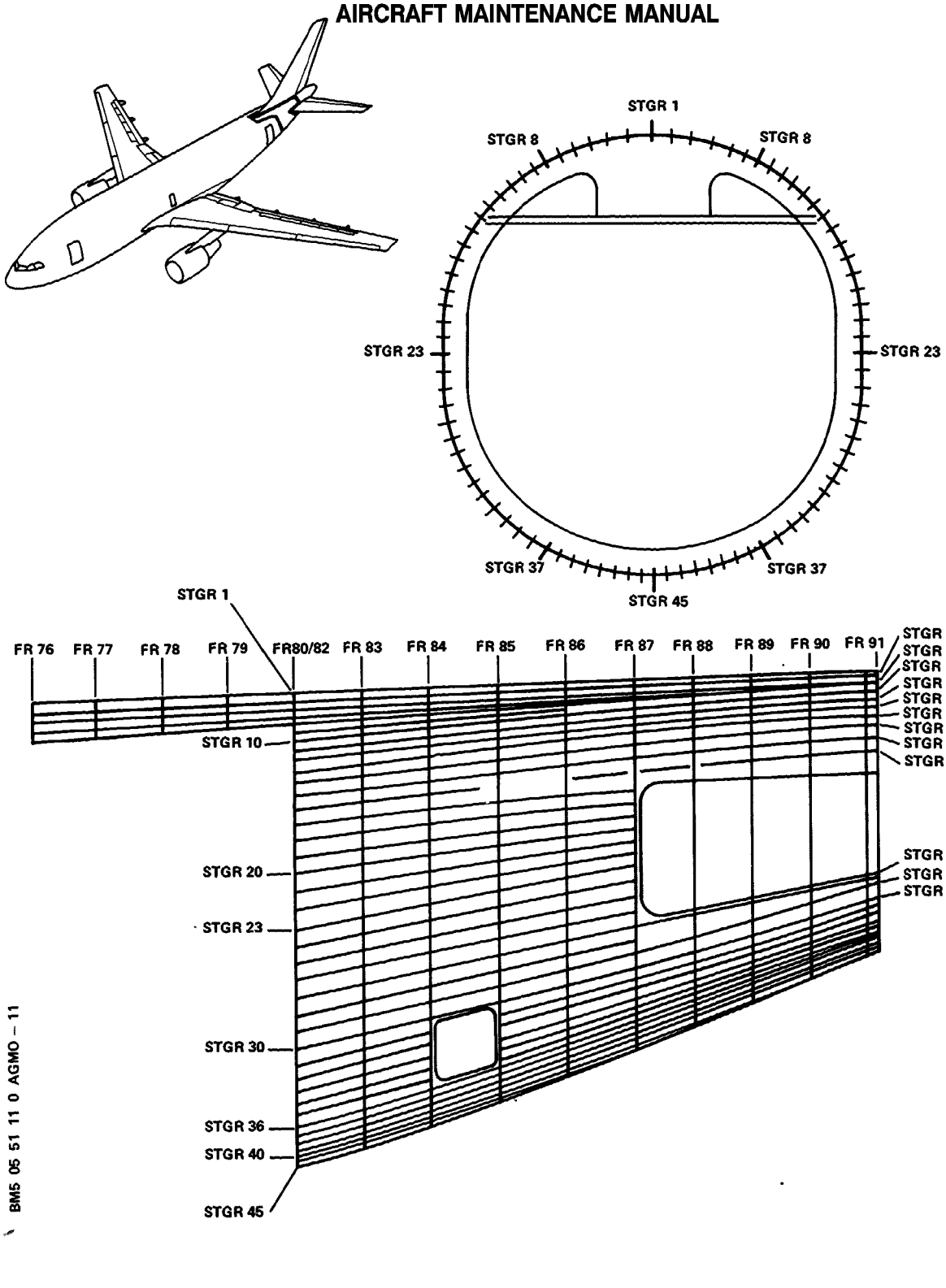
Pylon-to-Wing Attachments
Figure 012

(6)Fuselage - Tail section (Ref. Fig. 013)
Tail section - Stringer diagram from FR80 to FR91
(Ref. Fig. 014)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Fuselage-General					
A		Check outer fuselage skin around emergency exit, passenger/crew and cargo door cut-outs.	X				
2.		Fuselage/Tail section					
		Examine unpressurized area behind the pressure bulkhead - between FR80 and FR91 - and adjacent structure.					
A		Check skin and stringers for evidence of wrinkles, buckles, cracked or flaking paint and loose rivets and for evidence of shearing, distorted and twisted stringers:					
		- externally	X				
		If damage found:					
		- internally		X			



Fuselage - Tail Section
Figure 013

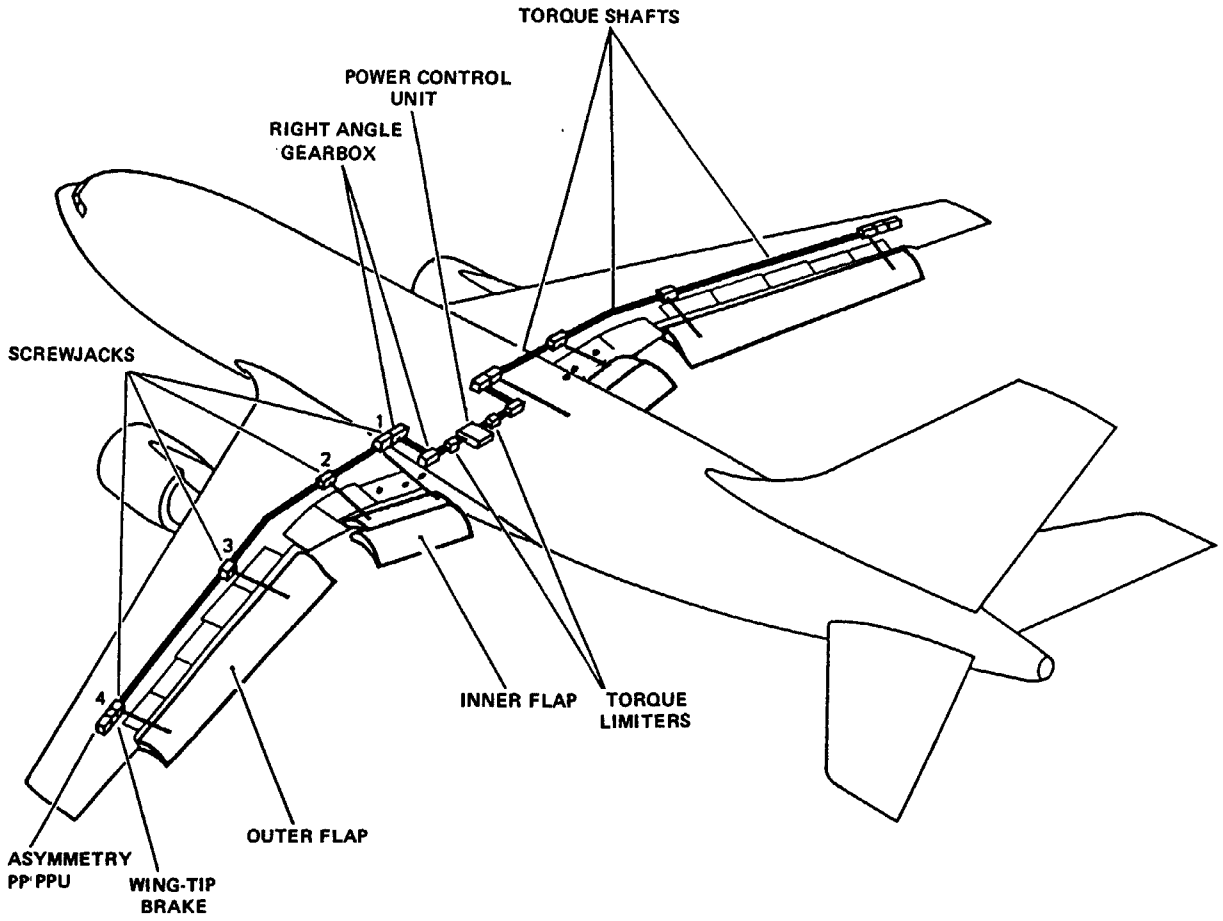


Tail Section - Stringer Diagram from FR80 to FR91
Figure 014

(7)Flap Operating Mechanism - (Ref. Fig. 015, 016)
Flap Tracks No's 2 to 5 - Aft attachment fittings (Ref. Fig. 017)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Flap Operating Mechanism					
A		Inspect flap operating mechanism.	X				
B		Check engagement and for signs of spanwise movement of the drive shaft splines entering the gear box (90° angle) at the junction of trailing edge (FR54) and wing-root.					A
C		If indication of movement is evident, the drive shafts are to be considered suspect. Remove shafts (Ref. 27-54-19, P. Block 401) and follow Manufacturer's recommended Overhaul Procedures. Carry out detailed inspection of the flap operating mechanism at left and right wing trailing edges (i.e. from end to end).		X			
D		If there are indications of damage: (1) Remove the applicable component(s) for component maintenance.		X			
E		Do an inspection of the attachments of the component(s).		X			
F		If there are indications of damage: (1) Remove the attachments of the component(s). (2) Do an inspection of the component attachment/structure interface.		X			
2.		Flap Tracks No.s 2 to 5 - Aft Attachment Fittings L and R					
		Check for gaps between friction bush and distance bush (Dimension 'a') using a feeler gage (Ref. 57-20-24, P. Block 601)	X				C
		If gaps are found to be out of tolerance: (1) - Support the beam					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
		- Remove the 4 tapered bolts.					
		- The bolts have to be replaced with new ones.		X X			



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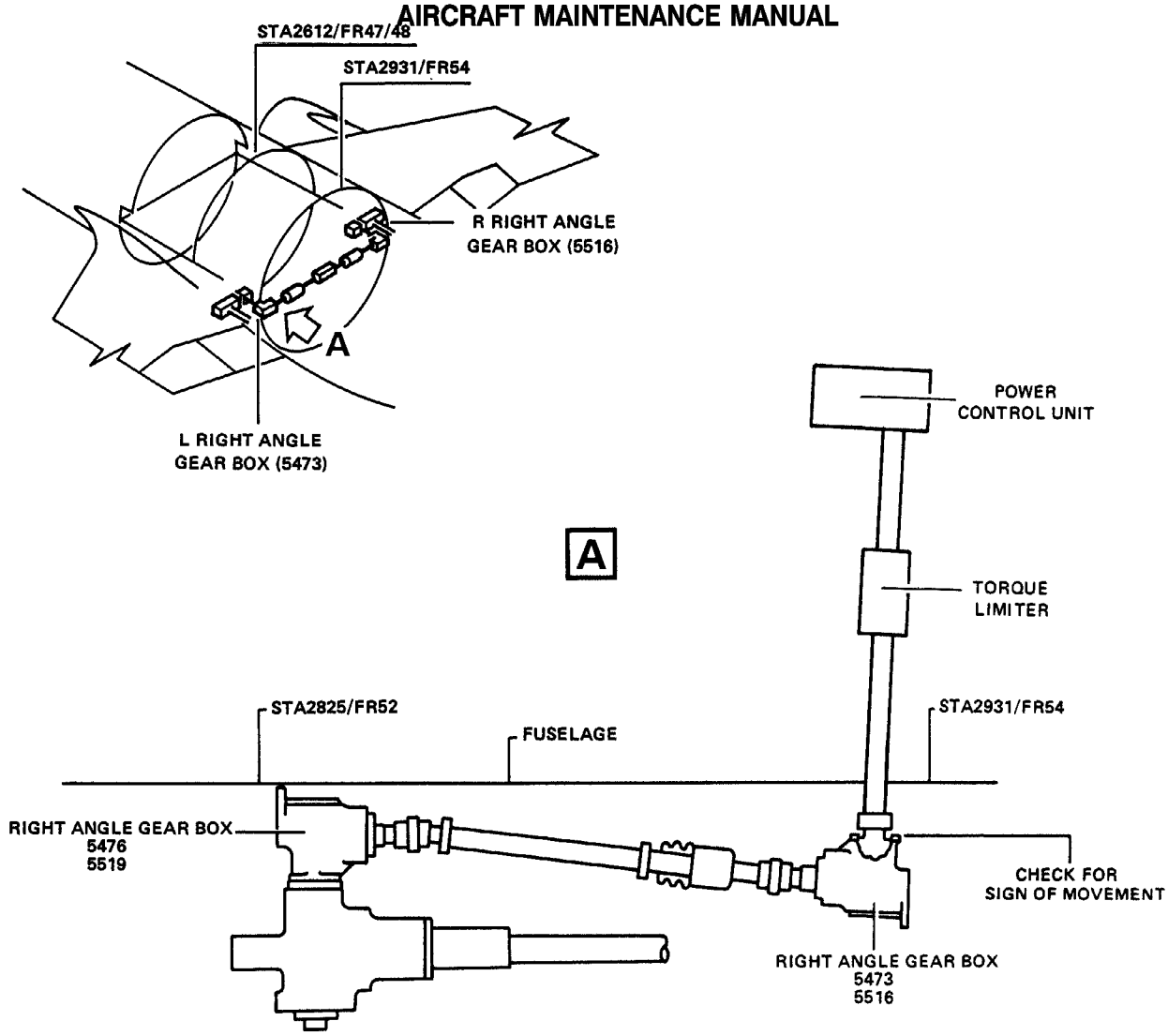
Flap Operating Mechanism
Figure 015



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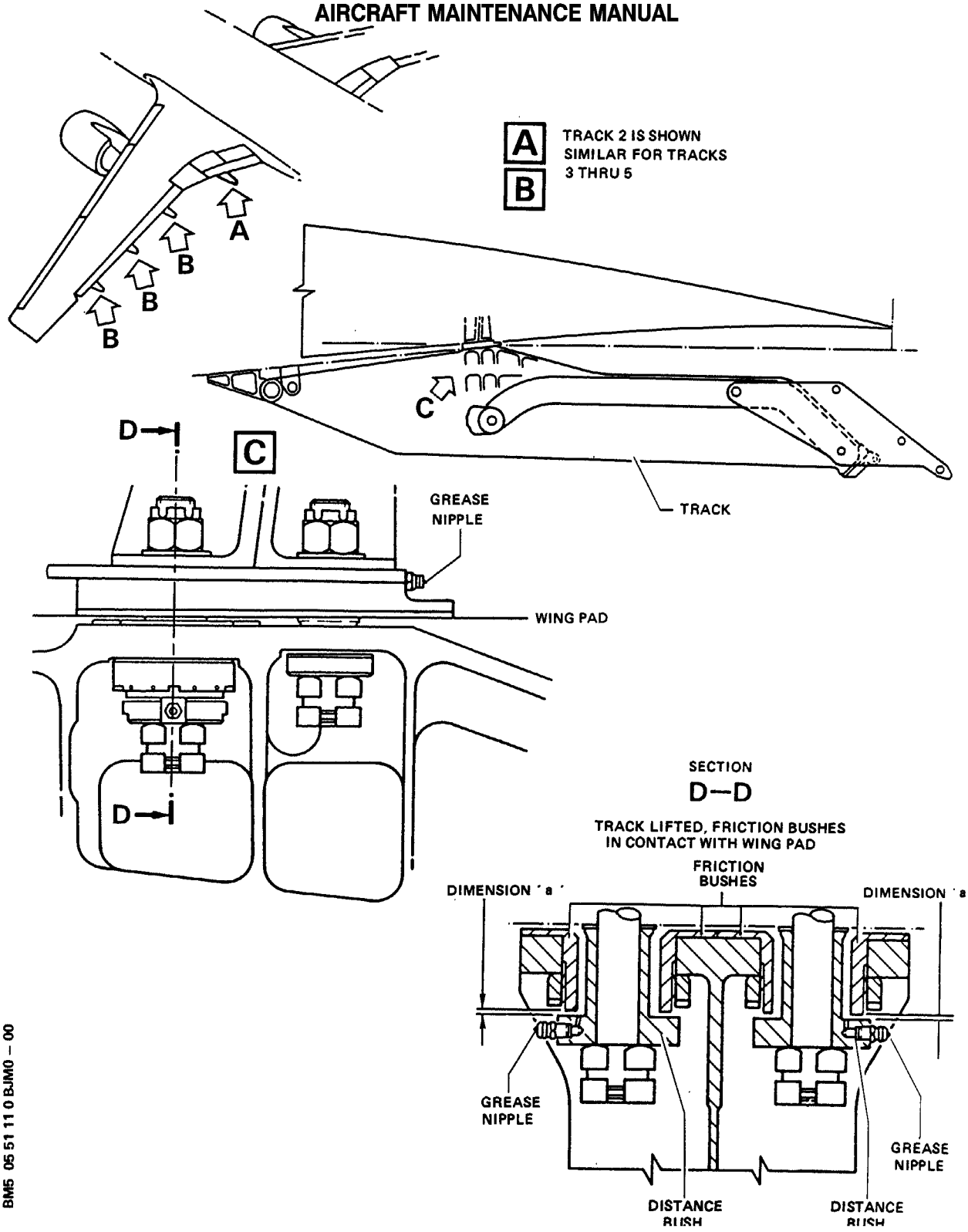
Flap Operating Mechanism - Trailing Edge/Wing Root Junction
Figure 016



Flap Tracks - Aft Attachment Fittings
Figure 017

(8)Landing gear
(Ref. Fig. 018)
(Ref. Fig. 019)
NOTE : If the aircraft has not been repaired as per drawing R57249121, perform inspection of the MLG support RIB5 fitting as per SB 57-2091 requirements in the original issue, as applicable, or later approved revisions, before subsequent flight.

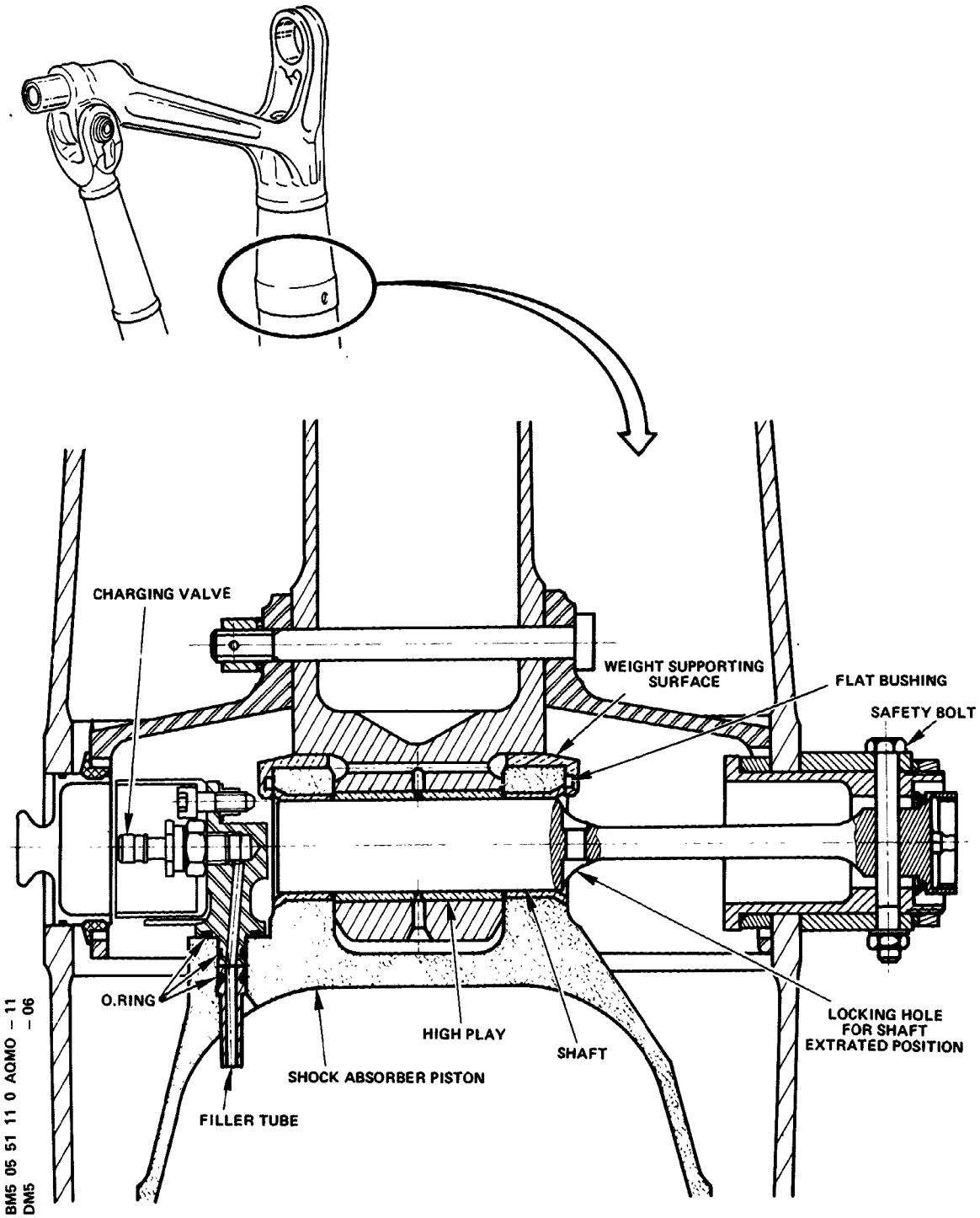
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Main Gear					
A		Shock Absorbers and Pitch Dampers					
		(1)Inspect shock absorbers and pitch dampers for leakage.	X				
		(2)Check shock absorber and pitch damper charging pressure (Ref. 32-11-13, P. Block 601 and Ref. 32-10-00, P. Block 601).	X				
		(3)Inspect main gear (Ref. 32-10-00, P. Block 601).	X				
		NOTE : In the event of crab landing check verticality of gear leg by checking the brace strut and cross brace (buckling or elongation).	X				
		If damage found :					
		Check right and left gear bogie beams as follows :		X			
B		Bogie Beam Inspection (Main Landing Gear, Left and Right)					
		Check for twist and buckling.		X			
		Method of inspection : (Ref. 05-56-00) Viewing with the aid of a theodolite or any other approved method, of the following points:					
		- Forward wheel axis					
		- Bogie beam hinge point					
		- Rear wheel axis.					
		CAUTION : IF THE FIGURES AND DIMENSIONS OBTAINED ARE NOT WITHIN THE LIMITS QUOTED IN THE MANUAL, A DETAILED INSPECTION OF THE MAIN LANDING GEARS AS DESCRI-					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
		BED BELOW SHALL BE CARRIED OUT.					

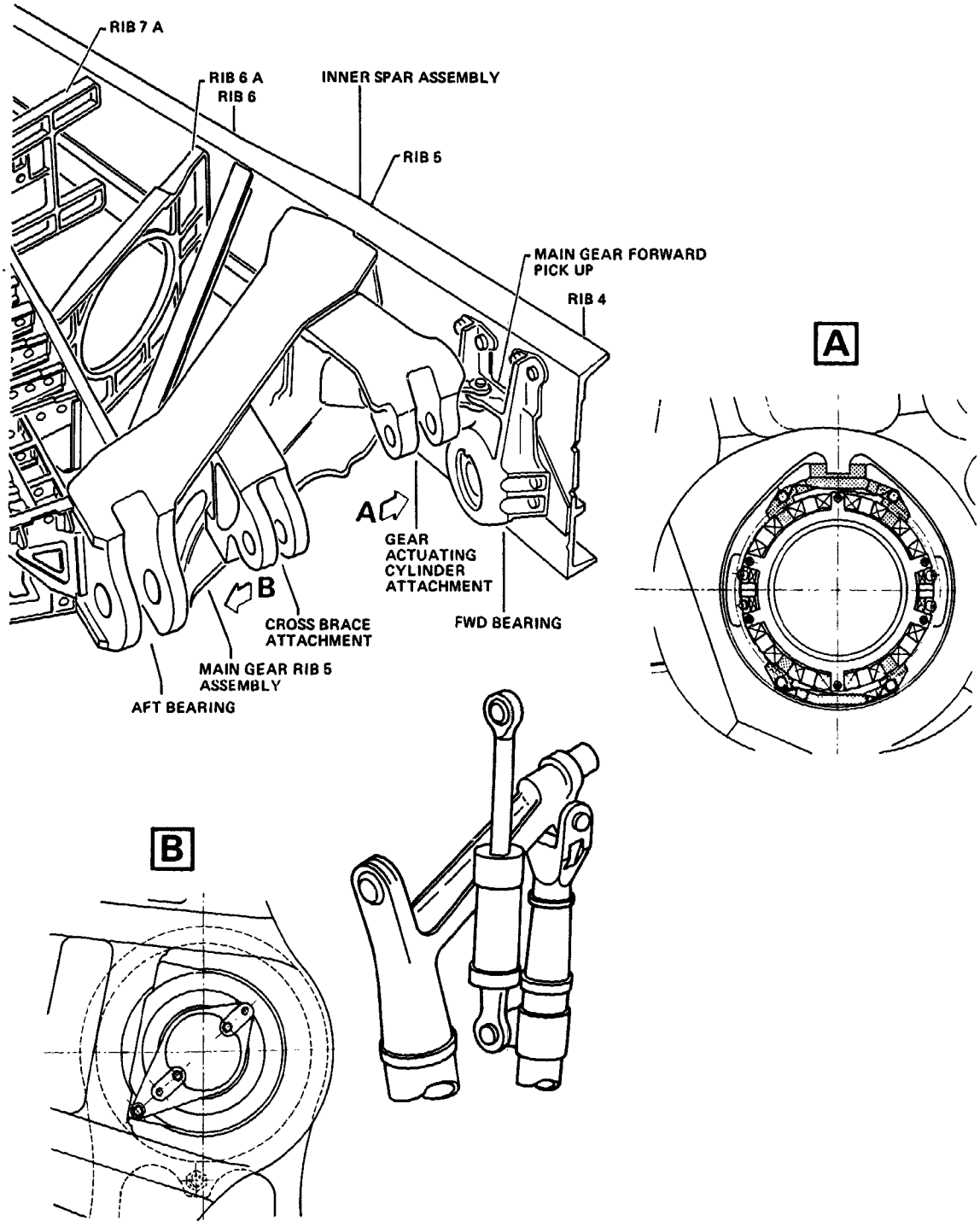
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
C		Main Landing Gear Leg					
		NOTE : It is assumed that the aircraft has been placed in a maintenance status.					
		(1)Remove shock absorber assembly from main gear leg (Ref. 32-11-13, P. Block 401).			X		
		(2)Inspect main gear leg.			X		
		(3)Carry out detailed inspection of shock absorber upper clevis/face.			X		
		If damage found :					
		(4)Inspect lower face of shock strut shock absorber pickup (gain access through charging valve seat). Use an endoscope (borescope) to check for twist, distortion, cracks, deformation and other damage.			X		
		NOTE : If endoscope (borescope) inspection reveals any evidence of damage or distress, the main landing gear assembly must be removed for overhaul.					
D		Main Wheel Well					
		Inspect the front and rear pickup fittings with universal ball joint, cross brace and attachment fittings (left and right main gear) for:			X		
		(a) signs of impact around pickup fittings at rear of Rib5			X		
		(b) signs of impact at the bottom of the gear trunnion housing and ball joint at Rib4/rear spar.			X		
2.		Nose Gear					
A.		Shock absorber					
		(1)Inspect shock absorber for leakage.	X				
		(2)Check shock absorber charging pres-	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
		sure (Ref. 32-21-14, P. Block 601).					
		(3)If damage/leakage is found, remove shock absorber for overhaul (Ref. 32-21-14, P. Block 401).		X			
B.		Inspect hydraulic and electric installations on nose gear leg for correct condition.	X				
C.		Check nose gear (Ref. 32-20-00, P. Block 601).	X				
		(1)Check of tightening torque of shock absorber to shock strut fasteners (Ref. 32-21-00, P. Block 601).	X				
		CAUTION : THIS INSPECTION CAN BE PLANNED WITHIN A GRACE PERIOD OF 1 MONTH. HOWEVER, IF A FORMER "HARD LANDING EVENT (Ref. AMM 05-51-11)" HAS BEEN EXPERIENCED IN THE LAST 3 MONTHS (WITH INSPECTION NOT YET ACCOMPLISHED), THIS INSPECTION HAS TO BE PERFORMED BEFORE FURTHER FLIGHT.					
D.		Inspect wheels and tires for correct condition (Ref. 32-41-00, P. Block 601).	X				
E.		Visually check that the safety pin can be installed easily on the nose gear telescopic strut : - it has completely and easily rotated the fork-type lever of the ground locking system. - its stop flange abuts against the housing of the telescopic strut locking system (full insertion).	X				
		If these conditions are not met or if there is some doubt, inspect nose gear (Ref. 32-21-00, P. Block 601).		X			

(9)Main gear doors/fairings



Main Landing Gear Shock Absorber Attachments
Figure 018



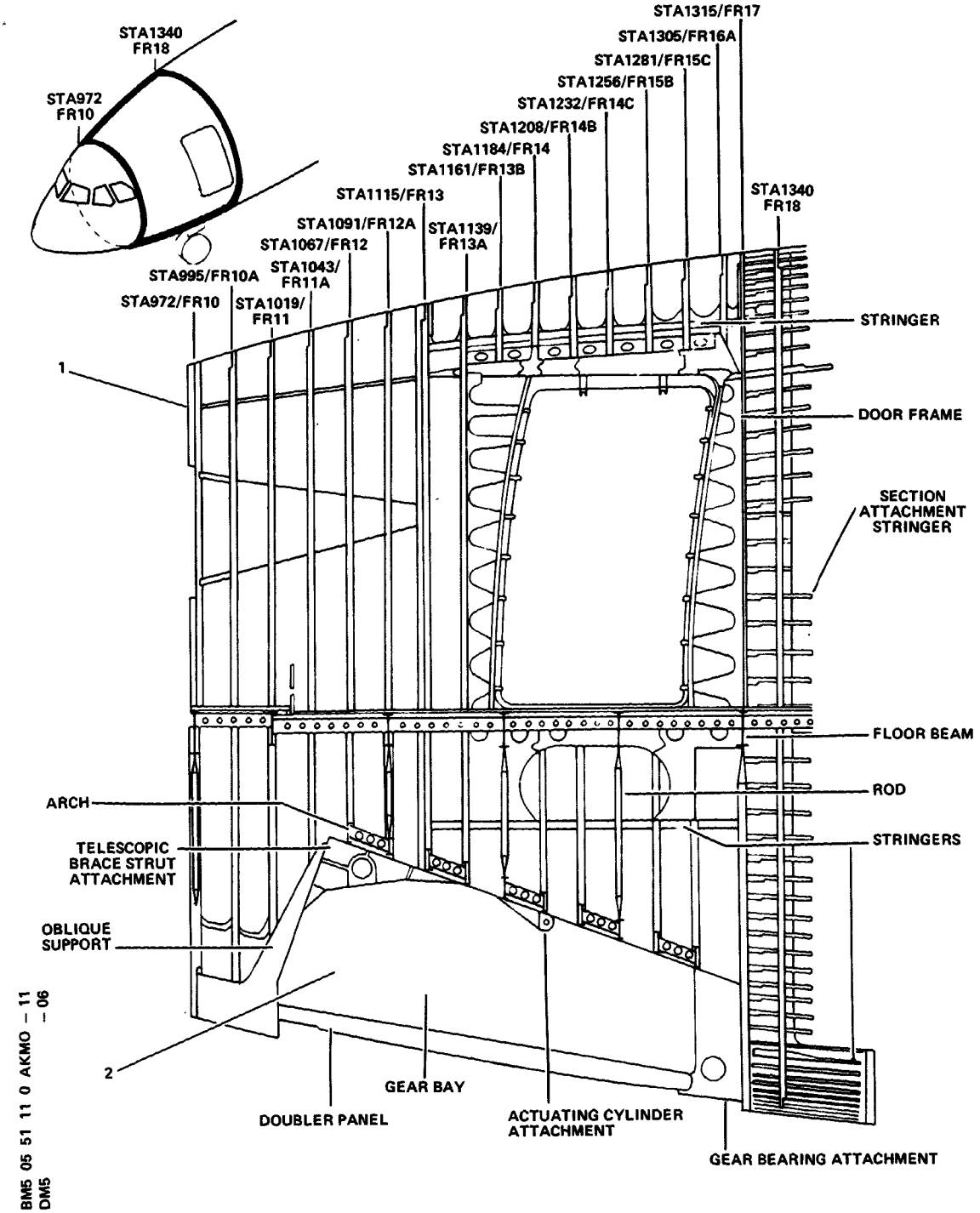
Main Landing Gear Attachment Fittings
Figure 019

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Main Gear Doors					
A		Inspect the doors, the hinges and the adjacent structure.	X				
2.		Main-Gear Fixed-Fairing					
A		Inspect the fixed fairing and the attachments to the main-gear leg.	X				
3.		Main-Gear Hinged Fairing					
A		Inspect the hinged fairing and the attachments to the main-gear leg and the wing.	X				

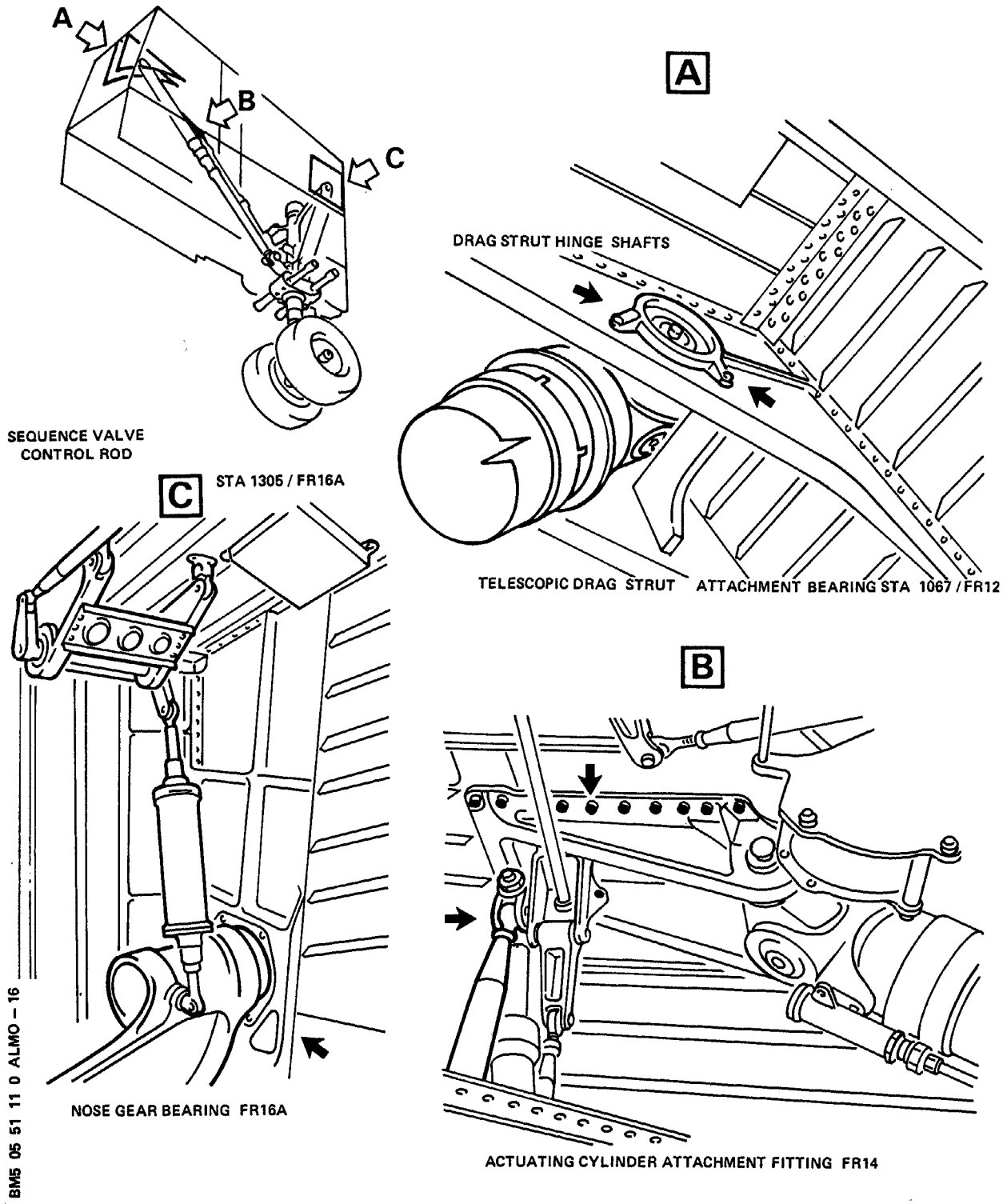
(10)Fuselage - Nose landing gear section (Ref. Fig. 020)
Nose Landing Gear - Attachments (Ref. Fig. 021)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Fuselage - Nose Landing Gear Section - Between STA972/FR10 and STA1340/FR18					
		Note : This inspection is required if phase 1 check of nose landing gear reveals any sign of damage.					
A		STA1315/FR17 Check the lower section and junction with stringers 42LH and 42RH: - externally		X			
		If damage found: - internally.			X		
B		Telescopic Strut Attachment Bearing (FR12) Check the area around the bearing, the attachment of the fitting on the FWD frame and roof of the nose wheel well and the link rods.		X			A

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
C		Actuating Cylinder Attachment Fitting (FR14) Check the attachment of the actuating cylinder fittings to the roof of the arch at FR14 and FR14A.		X			B
D		Nose Gear Bearing (FR16A) Check the attachments at STA1285/FR16A and STA1315/FR17 and longitudinal beams.		X			C



Fuselage - Nose Landing Gear Section
Figure 020

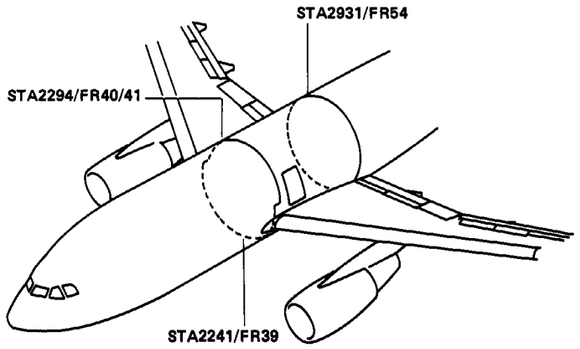


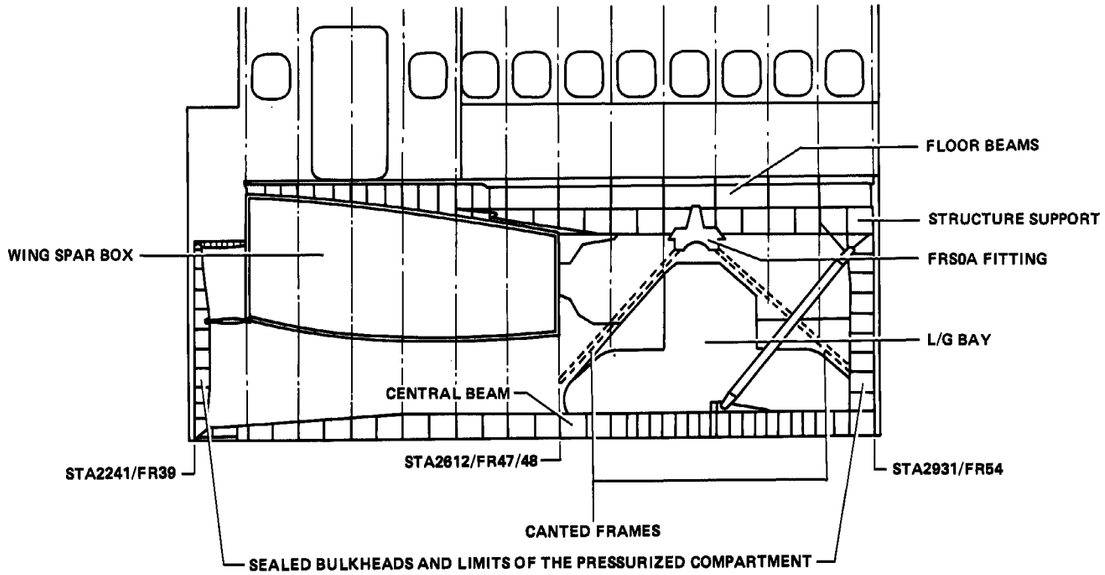
Fuselage - Nose Landing Gear Section
Figure 021

(11)Not applicable

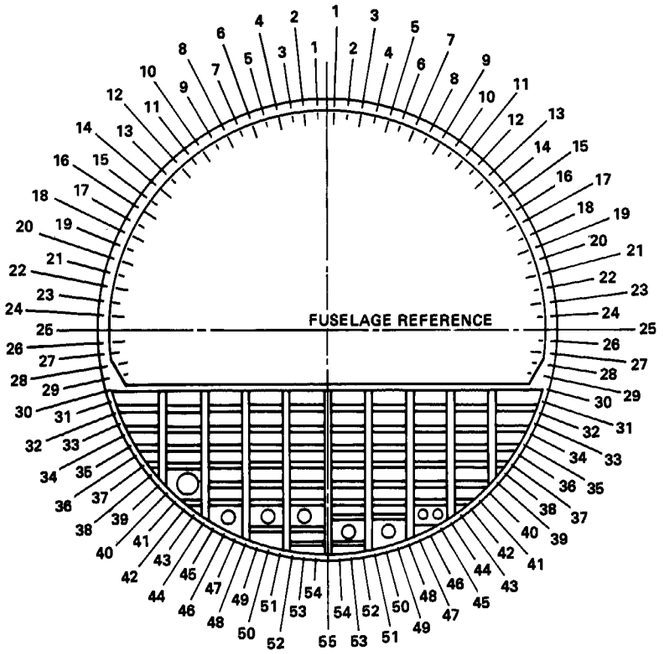
(12)Fuselage Section - Between STA2241/FR39 and STA2931/ FR54 - Frames and Stringers (Ref. Fig. 022)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Fuselage Section - between STA2241/FR39 and STA2931/FR54					
A		Check transverse skin splices, externally, at FR39 and FR54 between stringers 43LH and 43RH for buckling, loose rivets and cracked or flaking paint.	X				
B		Check fuselage skin externally between FR39 and FR47 and stringers 34LH and 34RH for buckling, loose rivets and cracked or flaking paint.	X				
C		Check the canted frames at the boundaries of the wheel wells, their junctions, the fittings at FR50A and the adjacent areas.	X				
D		Check the main gear brace strut attachment bearing housings at FR50A.	X				
E		Check the longitudinal edging spars of the central beam section, STA2453/FR44 to STA2878/FR53.	X				
		If damage found:					
		(1) Check the floor of the central beam and the support rod.		X			
		(2) Check the passenger cabin floor structure and support rods in main gear well.		X			
		If damage found:					
		(a) From FR40 to FR54, inspect upper fuselage splices of stringers 13LH and 13RH.					
		Internal check.			X		

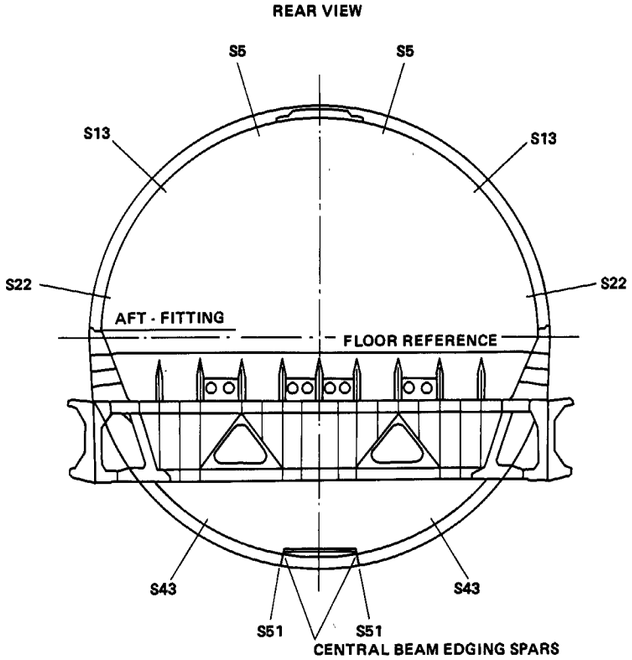




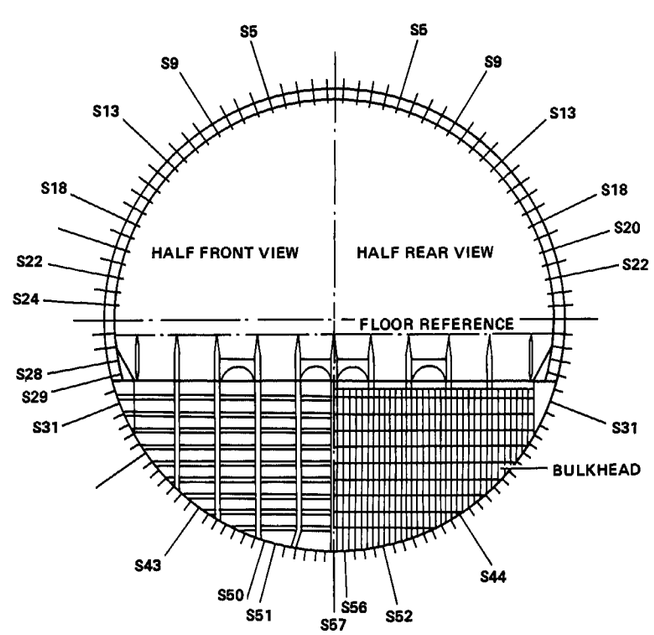
FRAME 39
REAR VIEW



FRAME 47/48
REAR VIEW



FRAME 54



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Fuselage Section - Between STA2241/FR39 and STA2931/FR54
Frames and Stringers
Figure 022

(13)Tail gear area - Tail gear

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Tail Gear Area					
		Inspect tail gear area (Ref. 05-51-21, P. Block 1).					

(14)Wings (Ref. Fig. 023, 024)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Bottom Skin					
A		Inspect the wing bottom skin. Carefully examine the areas between RIB 1-10, paying particular attention to areas adjacent to: - the flap beams, - the engine pylon, - the MLG attachments, - the rib 9 splice. Make sure that : - there is no distortion, - there are no cracks, - the paint and the sealant are not damaged, - the fasteners are in the correct condition.	X				
2.		Top Skin					
A		Inspect the wing rib area 1-6 top skin at landing gear reinforcing plates, and wing rib area 7-9 pylon reinforcing plates rib 9 splice. Make sure that: - there is no distortion, - there are no cracks, - the paint and sealant are not damaged, - the fasteners are in the correct condition.	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
B		Inspect the wing top skin between RIBs 1-10. Make sure that : - there are no cracks, - there is no distortion, - the paint and sealant are not damaged, - the fasteners are in the correct condition.	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
C		If there are signs of damage on the wing top or bottom skins :					
		(1)Defuel the wing (Ref. 28-25-00, P. Block 301).		X			
		(2)Gain access to the area adjacent to the damage and do an internal inspection of :		X			
		- the applicable ribs, front and rear spars, the top and bottom skins and brackets and plates.					
		If any fasteners have failed in the region of the landing gear attachments, adjacent fasteners must be removed one at a time, inspected and replaced using oversize if necessary.					
3.		Wing-rib 1 to rib 10 Leading & Trailing Edge Structure					
		Front, Rear and False rear spars and trailing edge, the Krueger flap, Box section and Slats.					
A		Inspect the front, rear and false rear spars, shroud box, fitted shroud, riblets, stringers and brackets. Make sure that :	X				
		- there are no cracks,					
		- there is no damage,					
		- there are no fluid leaks,					
		- the fasteners and safety devices are in the correct condition.					
B		If there are signs of damage :					
		(1)Defuel the wing (Ref. 28-25-00, P. Block 301).		X			
		(2)Gain access to the wing adjacent to the damage. Do a full internal inspection of all the rib 1-10 riblets, stringers, brackets and plates, paying particular attention to areas adjacent to MLG, pylon,		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
		flap beam attachments and RIB 9 splice. Make sure that : - there are no cracks, - there is no damage, - the paint and the sealant are not damaged, - the fasteners are in the correct condition.					
4.		MLG Attachment					
A		If there are indications of damage on the false rear spar : (1)Do a full inspection of these items: - the MLG fwd & aft attachments, - the MLG pintle fitting, - the MLG support rib, - the MLG actuator fitting, - the sidestay attachment, - the top edge beam, - the top diagonal stiffener, - the riblets, stringers and brackets, - the rear spar. Make sure that: - there are no cracks, - there is no damage, - the paint and the sealant are not damaged, - the fasteners are in the correct condition.		X			
B		Inspect all the pipes, the hoses and the electrical looms.		X			

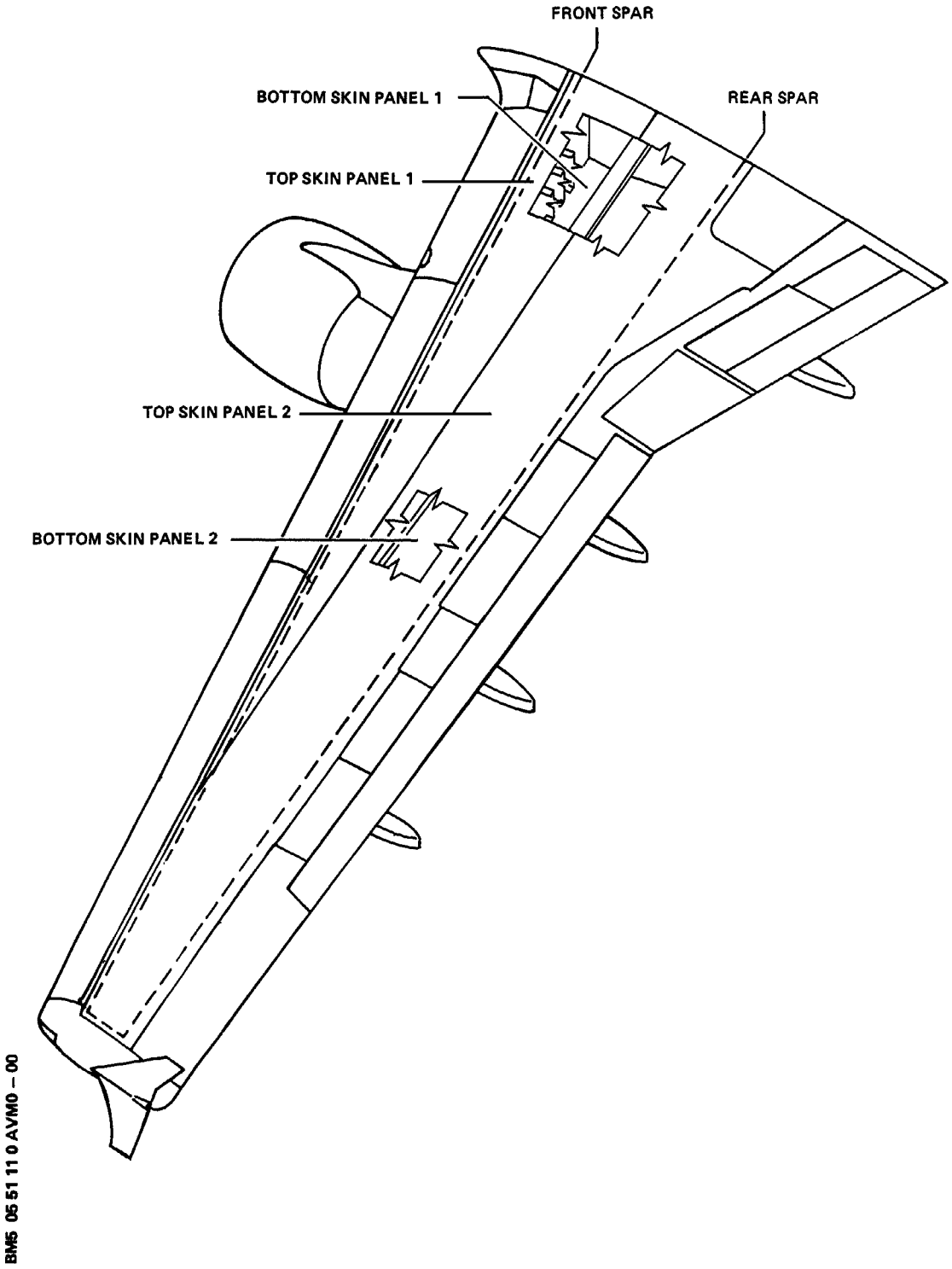
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
5.		Flap Operating Mechanism					
		If there are signs of damage in flap attachment:					
A		Remove the applicable flap beam fairing (Ref. 57-20-35, P. Block 401).		X			
B		Inspect the flap beam assembly(ies), make sure that : - the clearance to the wing is correct, - the paint and the sealant are not damaged, - there is no damage, - the fasteners and safety devices are in the correct condition.		X			
C		Inspect the applicable flap track. Make sure that there are no cracks or damage. Do this inspection with the flaps extended and retracted. NOTE : Use the applicable NTM procedure to find small cracks into the the track radii.		X			
D		If there are signs of damage to the flap beam(s) or flap track(s) : (1)Remove the applicable flap beam assembly for component maintenance (Ref. 57-20-24, P. Block 601). (2)Gain access to the area(s) adjacent to the applicable flap beam(s). Do a full internal inspection of : - the ribs, - the wing top and bottom skins, - the internal face of the rear spar for beams 3, 4, 5 and 6, - the internal face of the rear spar for the No. 2 beam, - the applicable flap beam attachments (Ref. 57-20-34, P. Block 601).			X		
6.		Slat Operating Mechanism					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
A		Inspect the slat operating mechanism (Ref. 27-84-00, P. Block 601) (General Check).	X				
		If there are indications of damage :					
		(1)Defuel the wing (Ref. 28-25-00, P. Block 301).		X			
		(2)Remove the applicable component(s) for component maintenance.		X			
B		Inspect the attachments of the component(s).	X				
		If there are indications of damage:					
		(1)Remove the attachments of the component(s).		X			
		(2)Do an inspection of the component attachment/structure interface		X			
7.		If major damage is found in phase 2 inspections :					
A		Inspect externally outboard of RIB 10.			X		
B		Carry out an alignment check (Ref. 05-56-00, P. Block 1).			X		

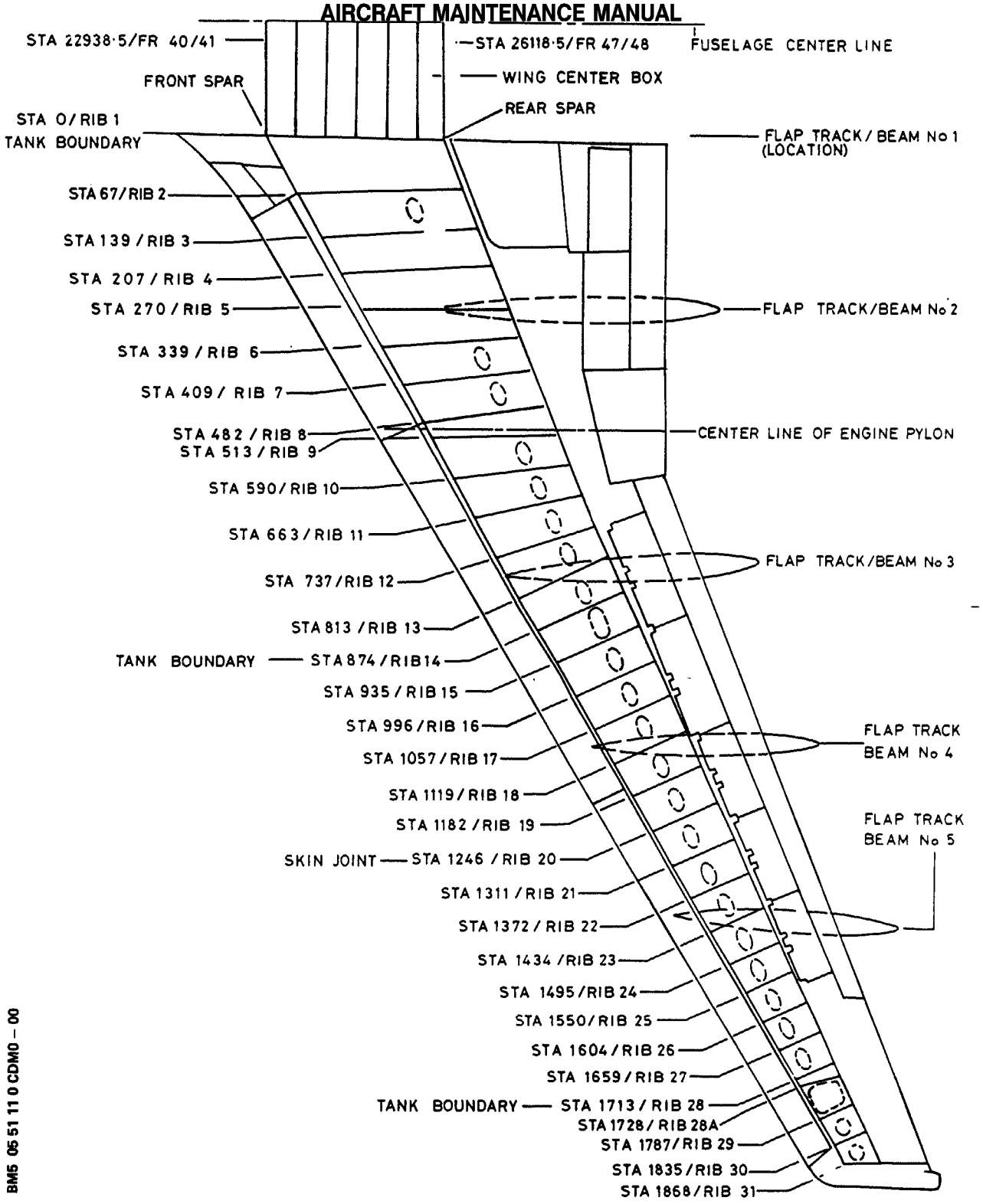
(15)Equipment/furnishings

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Equipment/Furnishings					
		Only after a hard landing :					
A		Inspect the following equipment and furnishings for security of installation:	X				
		- passenger and crew seats					
		- wardrobes					
		- partitions					
		- passenger compartment side and					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
		ceiling panels - flight and passenger compartment stowages - buffets/galleys - lavatories - emergency/evacuation equipment.					



Wing Skin - Identification
Figure 023



Wing - Rib Stations
Figure 024

(16)Tail unit

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Tail Unit (Fuselage Tail Section) (Zones 311, 312, 313, 314)					
A		Carry out a visual inspection for general condition of the horizontal and vertical stabilizer attachment areas and tail cone APU air intake areas. If damage found:	X				
		(1) Examine for damage and evidence of movement: - Horizontal stabilizer attach fittings (Ref. 55-16-11, P. Block 601). - Vertical stabilizer attach fittings (Ref. 55-36-11, P. Block 601). - Rudder attach fittings (Ref. 55-46-11, P. Block 601). - Elevator attach fittings (Ref. 55-26-11, P. Block 601).		X			
		(2) Examine APU air intake system for correct condition (Ref. 49-16-00, P. Block 601)		X			

(17)Flight data, cockpit voice and maintenance recorders (if installed)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Flight Data, Cockpit Voice and Maintenance Recorders (if installed)					
A		Check recording units for damage and security of attachment.	X				
B		If damage found: Check systems for correct operation: - Flight data recorder (Ref. 31-31-00, P. Block 501) (if installed) - Cockpit voice recorder (Ref. 23-71-00, P. Block 501) - Maintenance recorder (Ref. 31-31-00, P. Block 501) (if installed).		X			
C		Avionics Compartments (Zones 121/122)					
D		Check electrical, electronic, radio and battery racks and components for damage and security of attachment. If damage found: (1)Where structural damage necessitating repair has occurred, visually check all types of connectors for cracking and chipping.	X	X			
E		Check batteries for security of attachment and evidence of spilt fluid. If damage found: Check system for correct operation (Ref. 24-31-00, P. Block 601).	X	X			

(18)Water system, ram air turbine and APU

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Water System (Zone 138)					
		Check tanks for security of attachment and evidence of leakage (Ref. 38-11-00).	X				
2.		Ram Air Turbine (Zone 671)					
		Check turbine for correct stowage.	X				
		If found unlatched :					
		(1)Check complete installation.		X			
		If damage found:					
		(a) Carry out a functional test of ram air turbine and system (Ref. 29-25-00, P. Block 501).			X		
3.		APU (zone 315-316)					
		Check the APU compartment generally for leakage.	X				
		If damage found :					
		(1) Check APU for proper installation and mountings for damage, distortion and evidence of movement.		X			
		(2) Check APU fire extinguisher container mounting brackets and container for damage, condition and security of attachment and installation.		X			

(19)Cargo compartments

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Cargo Compartments (Zones 130/150)					
A		Check compartments as visible, for general condition and damage.	X				
		If damage found:					
		(1) Check loading and unloading of containers/pallets and inspect cargo restraint system. In forward and aft cargo compartments, visually check side guides, pallet locks and rollers (ball units, roller assemblies, drive units, guide latches and tracks) for freedom of movement (Ref. 25-52-00).		X			
		(2) Check cargo compartment oxygen, fire extinguisher mounting brackets and containers for damage, condition and security of attachment (Ref. 25-52-00).		X			

D. Test Set-Up
(1)Make certain that all working areas are clean and clear of tools and miscellaneous items of equipment.
(2)Remove access platforms.
(3)Remove warning notices from flight compartment.
(4)Close main gear main doors (Ref. 32-12-11, P. Block 301).
(5)Close nose gear main doors (Ref. 32-22-11, P. Block 301).
(6)Retract flaps and slats (Ref. 27-50-00, P. Block 301).

E. Test
(1)Carry out an operational test of all systems disturbed during or as a result of the inspection.
(2)If damage has been found and structural repairs have been made on structure adjacent to flight control surfaces, landing gear and doors, carry out functional tests of the moving parts to ensure that no fouling occurs and that door locking systems engage fully and correctly.

F. Close-Up
(1)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment and miscellaneous items.

INSPECTION AFTER LANDING GEAR DOWN LIMITING SPEED EXCEEDED

1. General

This inspection is equally applicable if :
- The gear was extended with the aircraft over limit speed.
- The aircraft exceeds limit speed after gear extension.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms 2.60 m., 3.40 m. (8ft. 7in., 11ft. 2in.)
B.	Warning Notices
Referenced Procedures	
- 05-56-00, P. Block 1	Leveling And Measurement After A/C Abnormal Operation
- 06-41-53, P. Block 1	Access Doors On Fuselage And Floors
- 06-41-54, P. Block 1	Access Doors On Engine Cowls And Pylon
- 06-41-57, P. Block 1	Access Doors On Wings
- 07-11-00, P. Block 1	Jacking for Aircraft Maintenance Operations
- 21-20-00, P. Block 501	Air Conditioning - Distribution/Extraction
- 23-42-00, P. Block 501	Ground Crew Call System
- 24-41-00, P. Block 301	AC External Power Control
- 27-50-00, P. Block 301	Flaps
- 27-51-00, P. Block 501	Mechanical and Electrical Control (Flaps)
- 28-10-00, P. Block 301	Fuel - Storage
- 28-25-00, P. Block 301	Refuel/Defuel System
- 29-10-00, P. Block 301	Main Hydraulic Power (Pressurization/ Depressurization)
- 32-00-00, P. Block 501	Landing Gear - General
- 32-10-00, P. Block 601	Main Gear And Doors
- 32-11-13, P. Block 401	Main Gear Shock Absorber
- 32-11-13, P. Block 601	Main Gear Shock Absorber
- 32-11-15, P. Block 401	Pitch Damper
- 32-12-11, P. Block 301	Main Gear Main Door - (Ground Door(s) Opening)
- 32-12-11, P. Block 501	Main Gear Main Door
- 32-12-13, P. Block 401	Main Gear Secondary Door
- 32-12-15, P. Block 401	Main Gear Cylinder Door
- 32-20-00, P. Block 601	Nose Gear And Doors
- 32-21-14, P. Block 401	Nose Gear Shock Absorber
- 32-21-14, P. Block 601	Nose Gear Shock Absorber
- 32-22-11, P. Block 301	Nose Gear Main Door - (Ground Door(s) Opening)
- 32-22-11, P. Block 501	Nose Gear Main Doors
- 32-22-13, P. Block 401	Nose Gear Aft Door
- 32-22-15, P. Block 401	Nose Gear Leg Door
- 32-30-00, P. Block 501	Extension/Retraction
- 32-51-00, P. Block 501	Nosewheel Steering
- 49-62-00, P. Block 501	Auxiliary Power Unit Emergency Shutdown

3. Procedure

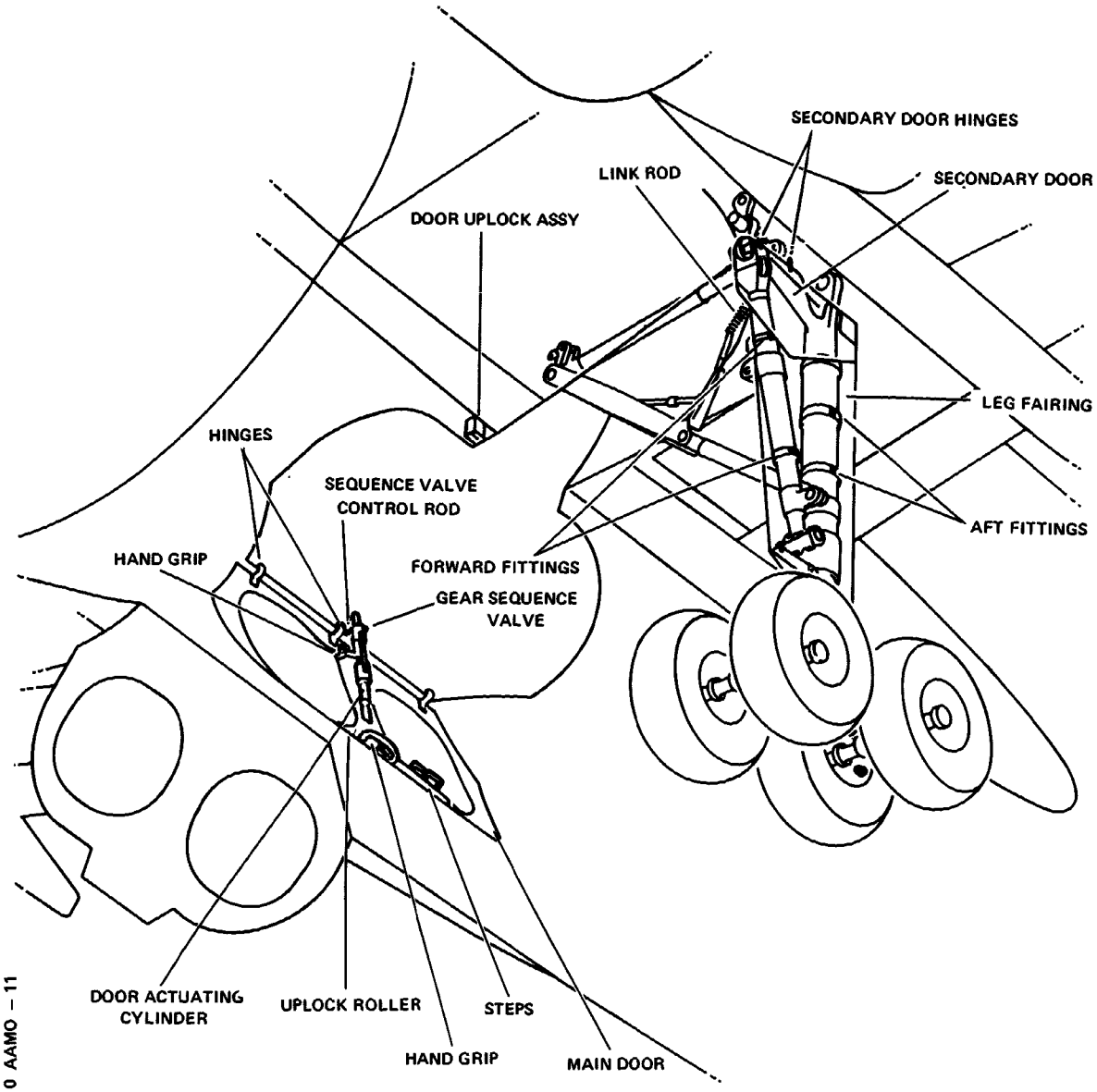
A. Job Set-Up
(1)Make certain that landing gear ground safety locks are fitted correctly.
(2)Jack up aircraft (Ref. 07-11-00, P. Block 1).
R NOTE: Lifting of the aircraft is only necessary for the PHASE 2
R inspection.
(3)Open main landing gear doors (Ref. 32-12-11, P. Block 301).
(4)Open nose landing gear doors (Ref. 32-22-11, P. Block 301).
(5)Extend flaps (Ref. 27-50-00, P. Block 301).
(6)Depressurize Green, Blue and Yellow hydraulic systems (Ref. 29-10-00, P. Block 301).
(7)De-energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(8)Position warning notices in flight compartment prohibiting operation of all systems.
(9)Position access platforms.
(10)Open all access doors in main landing gear wells (Ref. 06-41-53, P. Block 1).
(11)Open all access doors in wing trailing edge falsework between STA0/RIB1 and STA513/RIB9 (Ref. 06-41-57, P. Block 1).

B. Leveling and Measurement
(1)If Phase 2 damage is found, carry out a landing gear measurement and angle to aircraft axes check (Ref. 05-56-00, P. Block 1).

C. Inspection
NOTE : All inspections called for are visual unless otherwise specified in the text.
Operators may, at their own discretion or at the direction of their Airworthiness Authority, use nondestructive techniques in compliance with the Aircraft Nondestructive Testing Manual (N T M).

(1)Main landing gear
(Ref. Fig. 001)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Main landing gear assemblies.					
A.		Inspect gear components, hoses, pipes, electrical looms, control cables, pulleys and their mounts on the gears (Ref. 32-10-00, P. Block 601).	X				
B.		Inspect shock absorber for fluid leakage; if apparent :	X				
		(1) Remove shock absorber for bay overhaul (Ref. 32-11-13, P. Block 401)		X			
C.		Remove leak detector bleed-screw, if fluid and/or nitrogen leakage occurs :	X				
		(1)Check shock absorber (Ref. 32-11-13, P. Block 601).		X			
		(2)Recheck for fluid-nitrogen leakage;if apparent :		X			
		(a) Remove shock absorber for bay overhaul (Ref. 32-11-13, P. Block 401).			X		
D.		Inspect pitch dampers for fluid leakage; if apparent	X				
		(1) Remove pitch dampers for bay overhaul (Ref. 32-11-15, P. Block 401).		X			



Main Gear and Doors
Figure 001

(2)Main landing gear doors

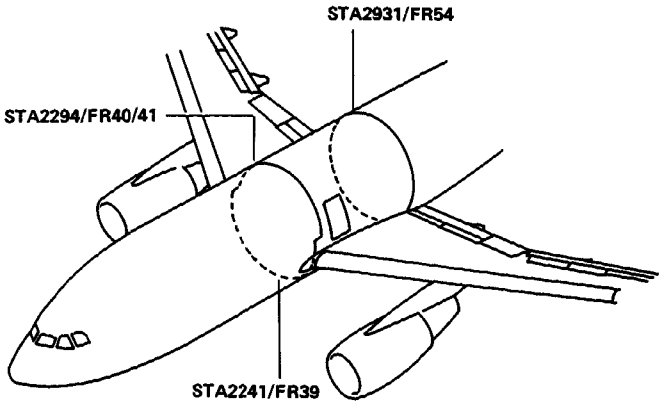
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		MLG Main doors					
A.		Inspect the doors, their hinges and adjacent structure (Ref. 32-10-00, P. Block 601)	X				
B.		Inspect the door actuating cylinders, sequence valves and their hoses and pipes (Ref. 32-10-00, P. Block 601)	X				
2.		MLG Cylinder doors					
A.		Inspect the doors and their attachments to the leg cylinder and drag strut (Ref. 32-10-00, P. Block 601)	X				
3.		MLG Secondary doors					
A.		Inspect the doors their hinges, operating rod and adjacent structure (Ref. 32-10-00, P. Block 601)	X				

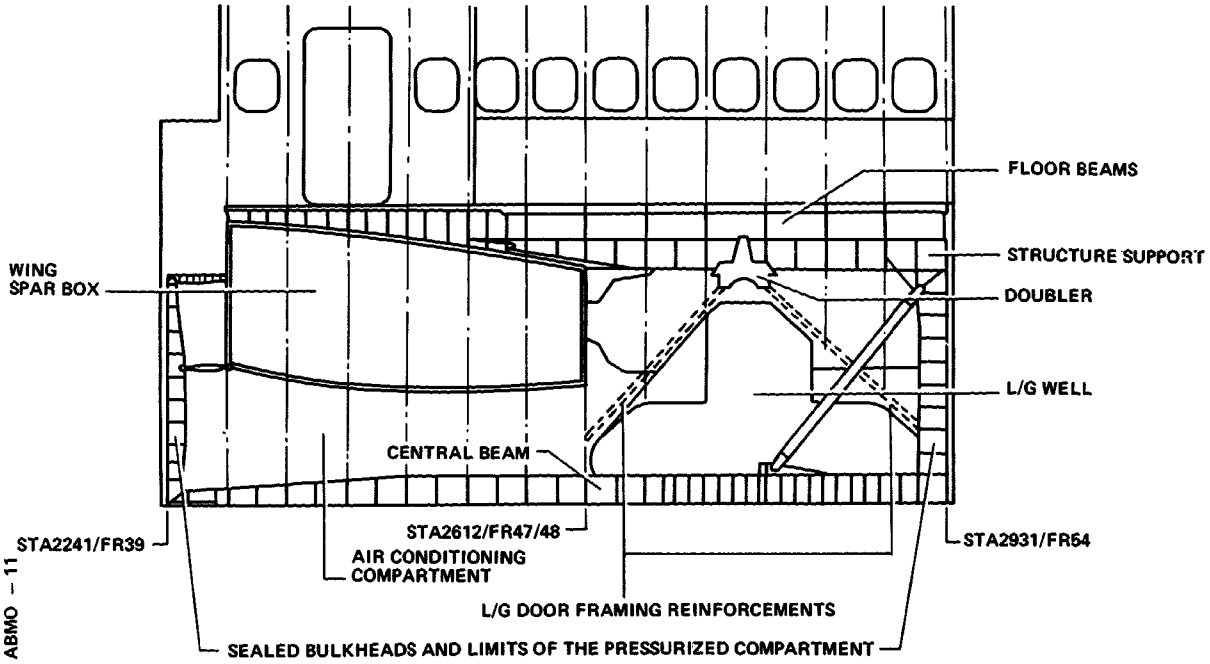
(3)Fuselage section STA2241/FR39 to STA2931/FR54 main landing gear wells STA2612/FR47/48 to STA2931/FR54 (Ref. Fig. 002)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Fuselage underside STA 2241/FR39 to STA2931/FR54					
A.		Inspect fuselage underside skin panels for distortion, cracks, pulled or torn fasteners and damaged paintwork. If damage found :	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		(1) In air conditioning compartment inspect frames, stringers and cleats for buckling, cracks and damaged paintwork		X			
		(2) In air conditioning compartment inspect pipes, ducts, electrical looms, control cables, pulleys components and their mounts for fluid leakage, distortion rupture, breaks, cracks, security of attachment, and condition of safetying devices.		X			
2.		MLG wells STA2616/FR47/48 to STA2931/FR54					
A.		Inspect the diagonal frames at the boundaries of the wheel wells, their junctions at FR51 and adjacent areas for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				
B.		Inspect mutiple clevis STA2772/FR51 for distortion, cracks and damaged paintwork.	X				
C.		Inspect longitudinal edging spars of the central beam section STA2453/FR44 to STA2878/FR53 for buckling, cracks, pulled or torn fasteners and damaged paintwork. If damage found :	X				
		(1) Inspect the floor of		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		the central beam and the brace strut for distortion, cracks, pulled or torn fasteners and damaged paintwork.					
D.		Inspect all components, pipes, ducts, electrical looms; control cables, pulleys, transmission systems and their mountings for distortion, cracks, misalignment, rupture, fluid leakage, pulled or torn fasteners, damaged paintwork and condition of safetying devices	X				





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Air Conditioning Compartment Main Wheel Well and Hydraulic Compartment
Figure 002

(4)Wings STA0/RIB1 to STA539/RIB8 (Ref. Fig. 003, 004)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Trailing edge falsework STA0/RIB1 to STA539/RIB8					
A.		Inspect trailing edge falsework skins, inner flap deflectors, and all speed aileron servo control access door for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				
		If damage found :					
		(1) Inspect rear false spar, RIB extensions 5a, 6a and 7a and rear spar for distortion, cracks, pulled or torn fasteners, damaged paintwork and fuel leaks.		X			
		(2) Inspect main gear FWD and AFT hinge fittings cross brace assy attach fittings, and main gear actuating cylinder attach fittings for cracks, distortion and damaged paintwork.		X			
		If damage found :					
		(a) Defuel wing tanks (Ref. 28-25-00, P. Block 301) and ventilate (Ref. 28-10-00, P. Block 301).			X		
		(b) Enter fuel tanks and inspect spars RIBs, stringers, splices and engi-pylon mountings for distortion, cracks, pulled or			X		

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		torn fasteners, damaged paintwork and sealant fillets.					
B.		Inspect all components, pipes, electrical looms, control cables, pulleys, transmission systems and their mountings for distortion, cracks, misalignment, rupture, fluid leakage, torn or pulled fasteners, damaged paintwork and condition of safetying devices.	X				
2.		Wing skins STA0/RIB1 to STA539/RIB8.					
A.		Inspect wing skins externally for distortion, cracks, pulled or torn fasteners, damaged paintwork and fuel leaks.	X				
		If damage found :					
		(1) Defuel wing tanks (Ref. 28-25-00, P. Block 301) and ventilate (Ref. 28-10-00, P. Block 301).		X			
		(2) Enter fuel tanks and inspect spars, ribs, stringers, splices and engine pylon mountings for distortions, cracks, pulled or torn fasteners, damaged paintwork and sealant fillets.		X			
		NOTE : If structural damage to wing main spar boxes or trailing edge falsework is found a					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		flap retraction/ extraction test must be carried out (Ref. paragraph E. Test					

(5)Pylon

R **ON A/C 001-100,

(Ref. Fig. 005)

R **ON A/C 101-200,

(Ref. Fig. 006)

R **ON A/C ALL

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
A.		Inspect engine pylon skins and panels for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				
		If damage found :					
		(1) Remove pylon access panels adjacent to damage (Ref. 06-41-54, P. Block 1) and inspect internal structure for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		(2) Inspect all components, pipes, ducts, electrical cable looms, control cables pulleys and their mounts and fire		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		protection system for distortion, cracks, rupture, breaks, security of attachment and condition of safetying devices.					
		If further damage found : (a) Remove all panels and open engine cowls and inspect all main structure.			X		

(6)Nose landing gear and doors (Ref. Fig. 007)

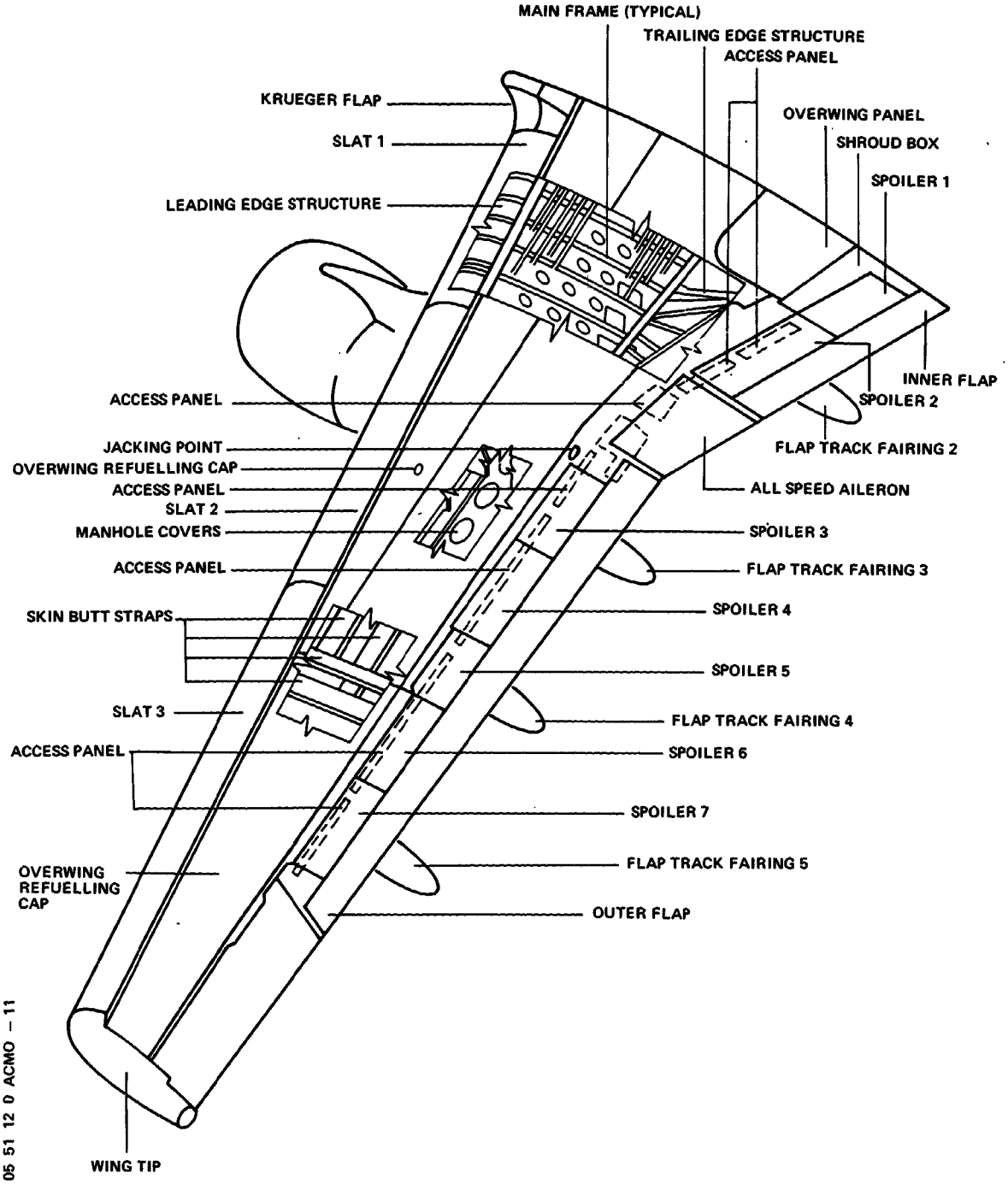
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Nose landing gear assy.					
A.		Inspect gear, components, hoses pipes, electrical looms, control cables, pulleys and their mounts on the gear (Ref. 32-20-00, P. Block 601).	X				
B.		Inspect shock absorber for fluid leakage, if apparent.	X				
		(1) Remove shock absorber for bay overhaul (Ref. 32-21-14, P. Block 401).		X			
C.		Check shock absorber pressure/extension (Ref. 32-21-14, P. Block 601).	X				
2.		NLG main doors					
A.		Inspect the doors, their	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		hinges and adjacent structure (Ref. 32-20-00, P. Block 601).					
B.		Inspect the door actuating cylinders, sequence valves and their linkages (Ref. 32-20-00, P. Block 601)	X				
3.		NLG aft doors					
A.		Inspect the doors, door hinges and operating linkages (Ref. 32-20-00, P. Block 601).	X				
4.		NLG leg door.					
A.		Inspect the door, linkage rollers and uplock hooks (Ref. 32-20-00, P. Block 601)	X				

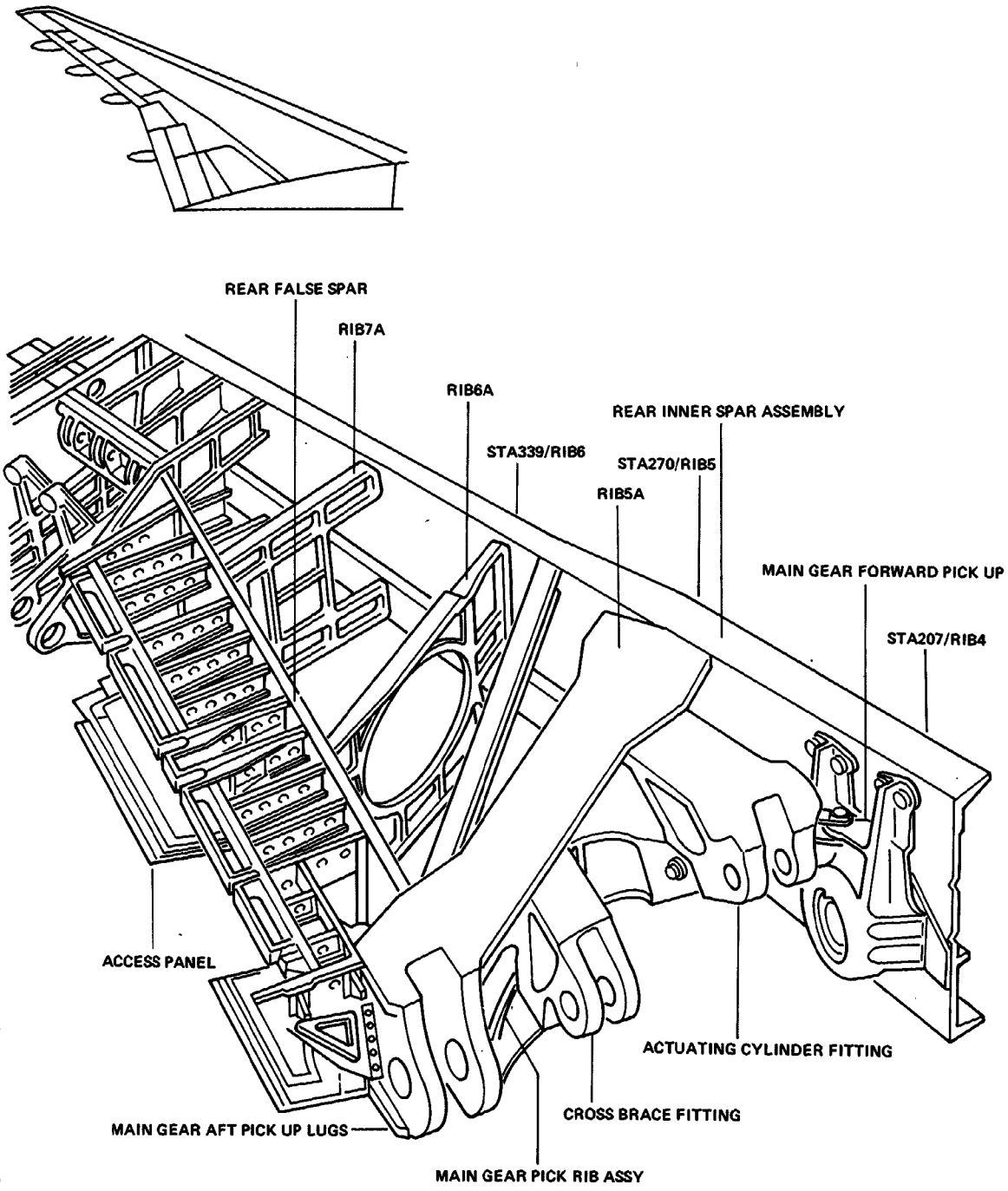
(7)Fuselage STA972/FR10 to STA1393/FR19 nose landing gear well STA1019/FR11 to STA1315/FR17 (Ref. Fig. 008)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Fuselage STA972/FR10 to STA1393/FR19					
A.		Inspect fuselage, skin panels for distortion, cracks, pulled or torn, fasteners and damaged paintwork.					
		External	X				
		If damage found :					
		(1) Remove avionics compartment floor panels (Ref. 06-41-53, P.		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		Block 1).					
		(2) Inspect frames, stringers and cleats for buckling, cracks and damaged paint-work.		X			
2.		NLG well					
A.		Inspect nose gear hinge fittings, actuating cylinder attach fittings and telescopic drag strut attach fittings for distortion, cracks and damaged paintwork.	X				
B.		Inspect gear well roof, fwd, aft and sidewall structure for distortion, cracks and damaged paint-work.	X				
		If damage found :					
		(1) In avionics compartment, inspect nose gear well roof and wall structures for distortion, cracks and damaged paint-work.		X			
C.		Inspect all components, hoses, pipes, electrical looms control cables, pulleys and their mounts for distortion, cracks, rupture and fluid leakage. (Ref. 32-20-00, P. Block 601).	X				



Wing General Arrangement
Figure 003



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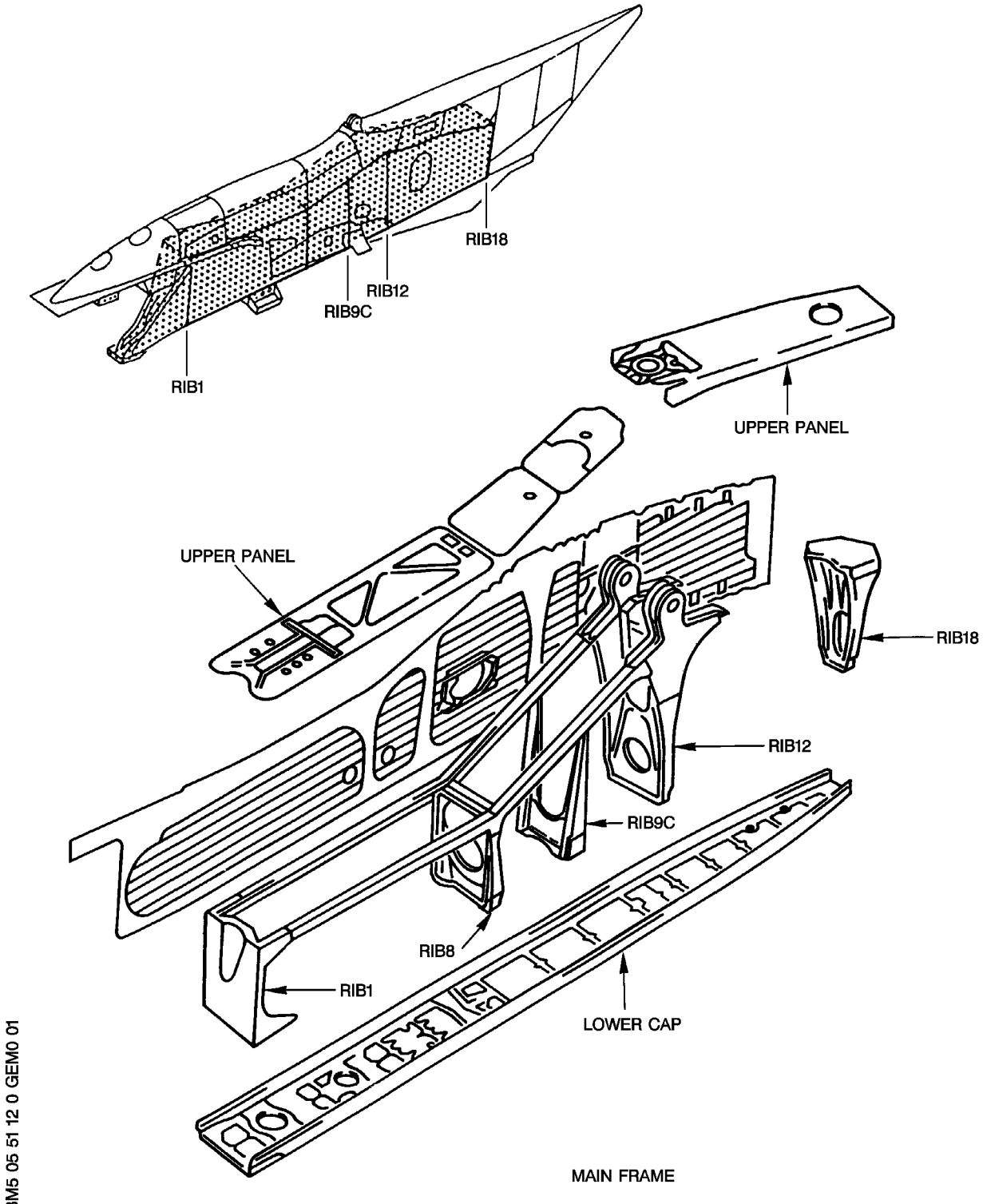
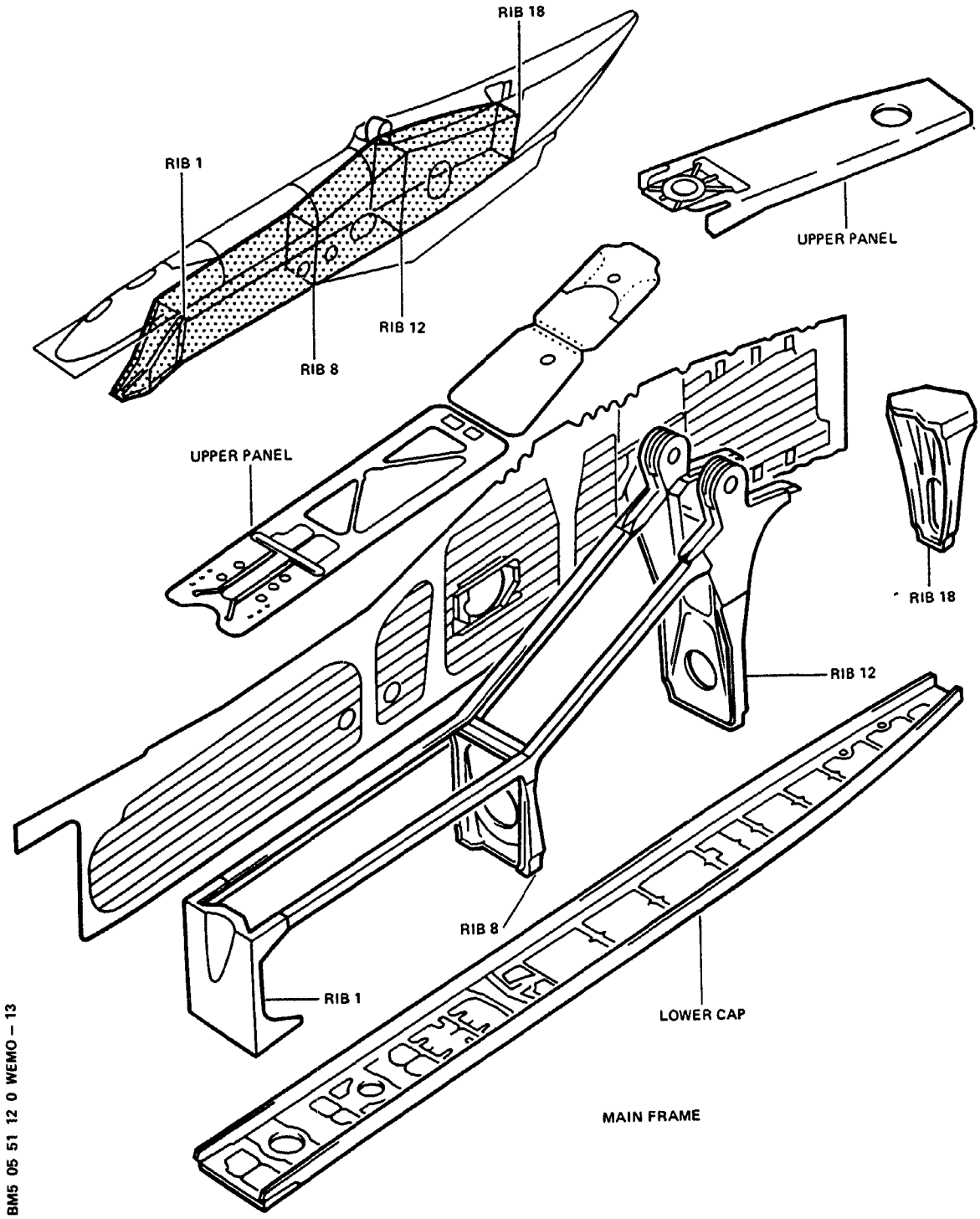
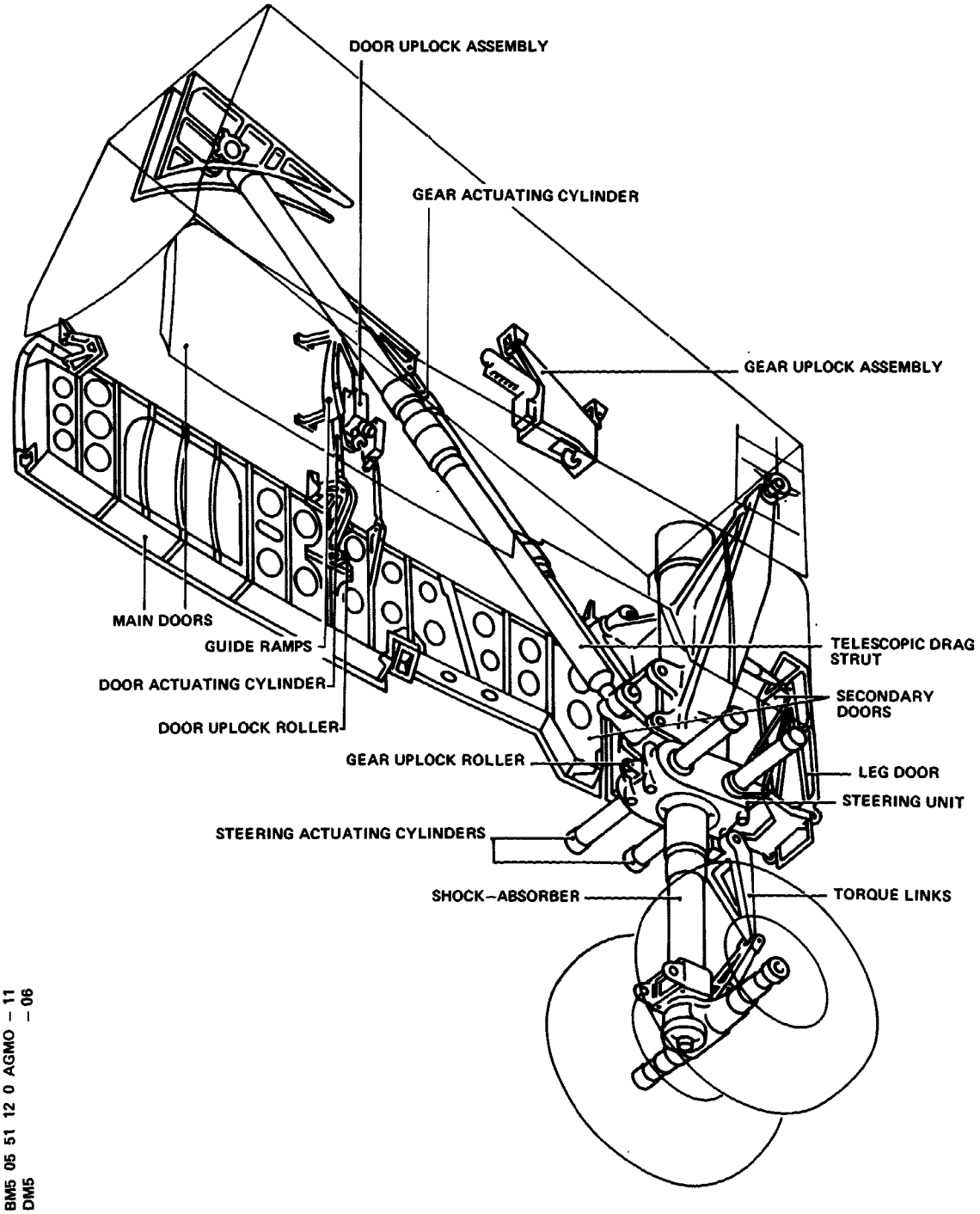
Main Gear Attachment
Figure 004



Pylon Identification View
Figure 005



Pylon Identification View
Figure 006



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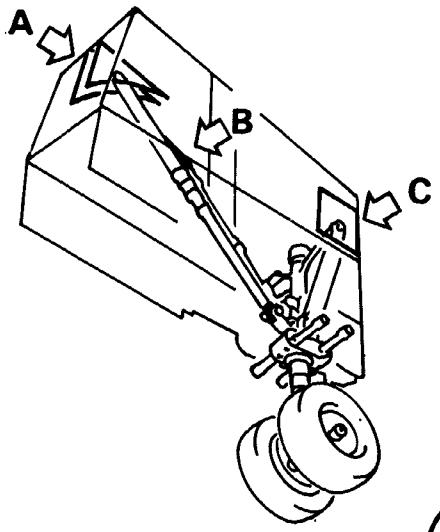
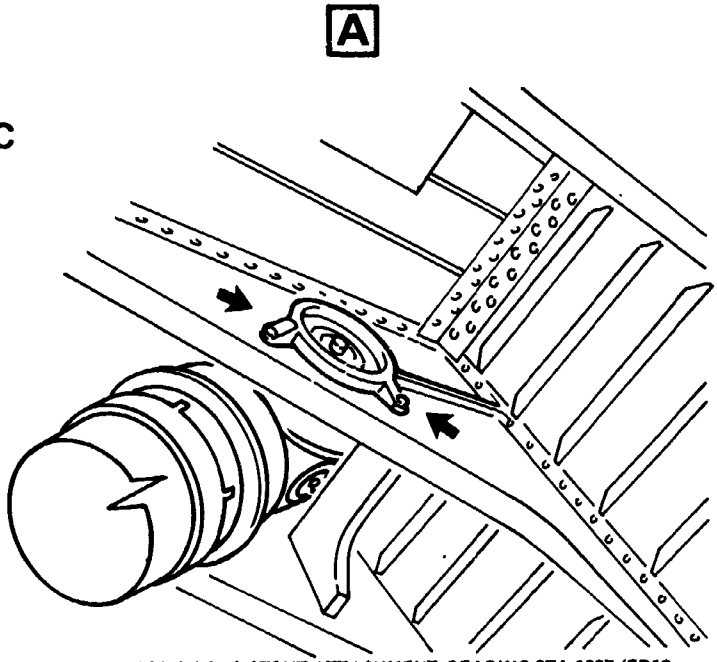
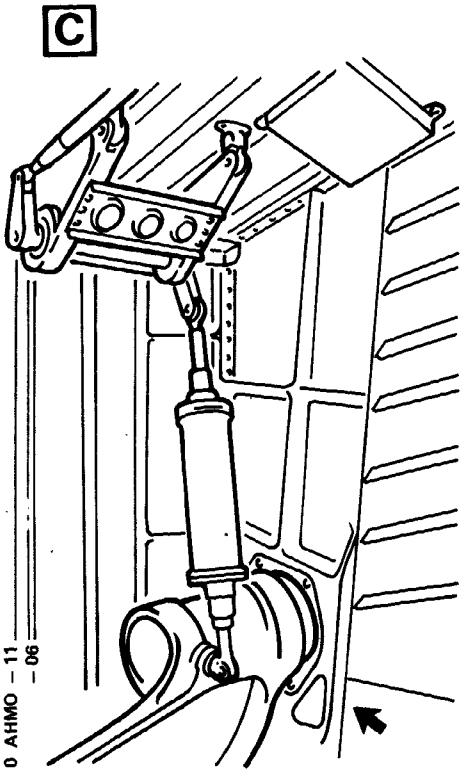
Nose Gear and Doors
Figure 007

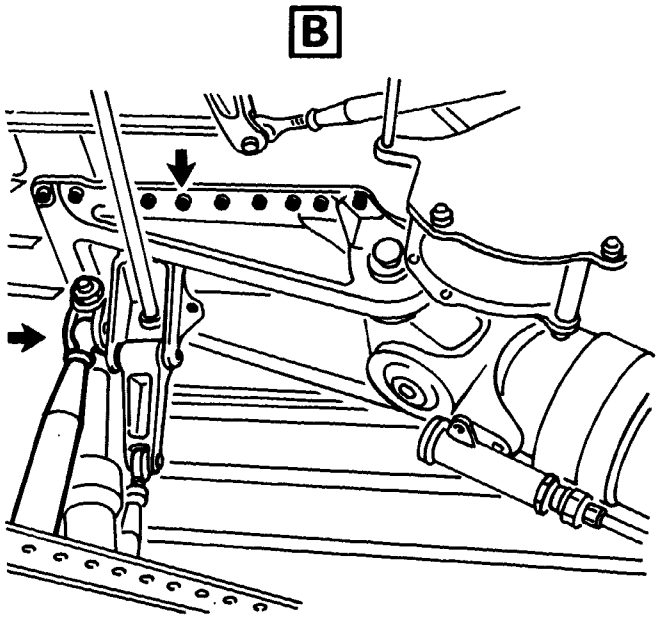




TELESCOPIC DRAG STRUT ATTACHMENT BEARING STA 1067 /FR12



NOSE GEAR BEARING FR 16A



ACTUATING CYLINDER ATTACHMENT FITTING FR 14

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Nose Gear Attachment
Figure 008

D. Job Set-Up

(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Close all access doors in the wings trailing edge falsework between STA0/RIB1 and STA513/RIB9 (Ref. 06-41-57, P. Block 1).
(3)Close all access doors in the main landing gear wells (Ref. 06-41-53, P. Block 1).
(4)Remove warning notices from flight compartment.
(5)Remove access platforms.
(6)Close main landing gear doors (Ref. 32-12-11, P. Block 301).
(7)Close nose landing gear doors (Ref. 32-22-11, P. Block 301).

E. Test

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Retract/extend landing gears 3 times, ensuring that movement is smooth and that no fouling or binding between moving parts and fittings or structure (Ref. 32-30-00, P. Block 501, functional test). NOTE : This check, is only necessary if damage to landing gear attachments or structure adjacent to them was found on inspection.		X			
2.		With gears retracted check into/out of wind tolerances of doors (Ref. 32-12-11, P. Block 501 ; 32-12-13, P. Block 401 ; 32-12-15, P. Block 401 ; 32-22-11, P. Block 501 ; 32-22-13, P. Block 401 ; 32-22-15, P. Block 401). NOTE : This check is only necessary if damage to doors, their attachments and adjacent structure		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		was found on inspection.					
3.		Extend/retract flaps 3 times, ensuring that movement is smooth and that no fouling or binding between moving parts, fittings and structure occurs (Ref. 27-51-00, P. Block 501, functional test). NOTE : This test is only necessary if wing structural damage was found on inspection (Ref. section (4) of this topic).		X			
4.		Carry out operational tests of all systems connected through interphone box 3WC on nose gear shock strut (Ref. 21-20-00, P. Block 501) (Ref. 23-42-00, P. Block 501) (Ref. 32-51-00, P. Block 501) (Ref. 49-62-00, P. Block 501).	X				
5.		Carry out a proximity detector continuity test (Ref. 32-00-00, P. Block 501).	X				

F. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Retract flaps (Ref. 27-50-00, P. Block 301).
(3)Lower aircraft onto its wheels (Ref. 07-11-00, P. Block 1).
(4)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment,

all access equipment and miscellaneous items.

INSPECTION AFTER FLAP/SLAT LIMITING SPEED EXCEEDED

1. General

A. Inspection

(1) This inspection is necessary if the aircraft has been operated with the flaps/slats extended at a speed higher than the values shown on the VFE placard (after an activation of the overspeed warning).

NOTE : This inspection is necessary if the overspeed occurred either during or after flaps/slats extension.

NOTE : If only the slats have been extended when the aircraft speed was more than the values shown on the VFE placard, do an inspection of the slats only.

B. Inspection Instructions in Relation to the Speed in Excess of VFE.

(1) If the A/C speed was not more than 10 kts higher than the value shown on the VFE placard :

(a) Do an external visual inspection and a retraction/extension test of
R the flaps and/or slats (as described in the Para. 3.E. operational
R test of the flight control surfaces) within the next ten flight
R cycles or at the latest during the next weekly check.

NOTE : If the VFE is exceeded again before you do the visual inspection and the retraction/extension test, you must do the full inspection given in this procedure before the next flight.

(2) If the A/C speed was more than 10 kts above the value shown on the VFE placard :

(a) Do the full inspection of the flaps and/or slats as given in this procedure before the next flight.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms 3.40 to 5.70 m (11 ft. 2 in. to 18 ft. 8 in.)
B.	Warning Notices
Referenced Procedures	
- 24-41-00, P. Block 301	External Power
- 27-50-00, P. Block 301	Flaps
- 27-50-21, P. Block 401	Movable Fairings - Flap Track
- 27-51-00, P. Block 501	Mechanical and Electrical Control (Flaps)
- 27-54-00, P. Block 601	Hydraulic Actuation and Power Transmission (Flaps)
- 27-80-00, P. Block 301	Lift Augmenting (Slats and Krueger Flap)
- 27-81-00, P. Block 501	Mechanical and Electrical Control (Slats)
- 28-10-00, P. Block 301	Storage
- 28-25-00, P. Block 301	Refuel/Defuel System
- 29-10-00, P. Block 301	Main Hydraulic Power (Pressurization/ Depressurization)
- 32-12-11, P. Block 301	Main Gear Main Doors - (Ground Door(s) Opening)

3. Procedure

A. Job Set Up
(1)Make certain that landing gear ground safety locks are fitted correctly.
(2)Open main landing gear doors (Ref. 32-12-11, P. Block 301).
(3)Fully extend flaps and slats (Ref. 27-50-00 and 27-80-00, P. Block 301).

(4)Depressurize Green, Blue and Yellow hydraulic systems (Ref. 29-10-00, P. Block 301).
(5)De-energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(6)Position warning notices in flight compartment.

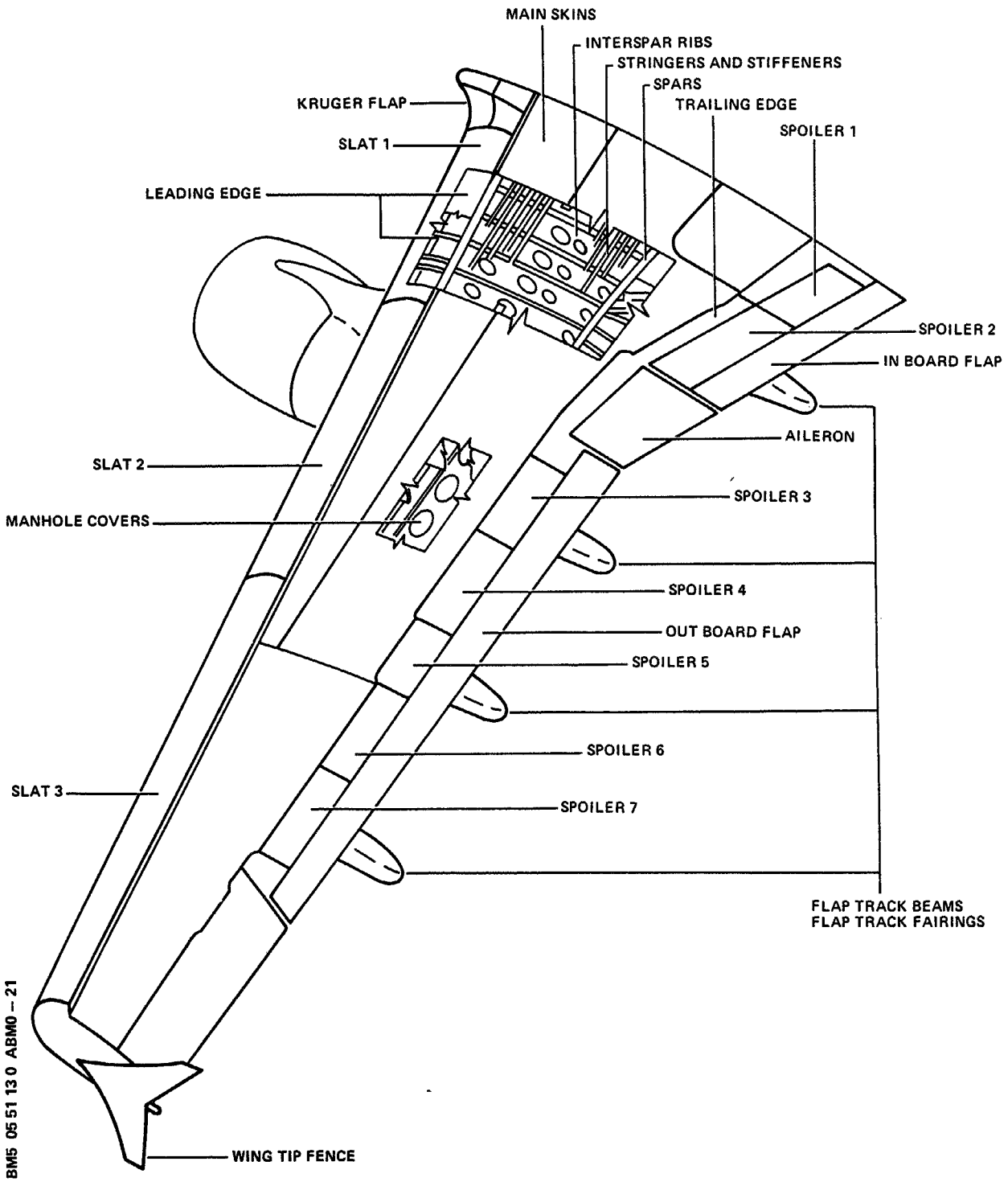
(7)Position access platforms.

B. Leveling and Measurement
Not applicable

C. Inspection
(Ref. Fig. 001)
NOTE : All inspections called for are visual unless otherwise specified in the text.
Operators may, at their own discretion or at the direction of their airworthiness authority, use nondestructive test techniques in compliance with the A 310 Nondestructive Testing Manual (NTM).
(1)Flaps STA0/RIB1 to STA1651/RIB21

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Flap assemblies					
A.		Inspect inner flaps and vanes, outer flaps and track fairings and linkages for distortion, cracks, pulled or torn fasteners, honeycomb delamination or core damage and damaged paintwork.	x				
B.		Inspect vane attachment fittings and track for distortion, cracks and damaged paintwork.	x				
2.		Flap tracks, carriages and screwjacks					
A.		Remove fwd fairings (Ref. 27-50-21, P. Block 401) and inspect flap beams for distortion, cracks, pulled or torn fasteners and damaged paintwork -use a mirror if	x				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		necessary.					
		If damage found remove aft fairings					
		(Ref. 27-50-21, P. Block 401)					
		(1)Inspect flap carriages for distortion, cracks, damaged paintwork and condition of safetying devices		x			
		(2)Inspect flap screwjacks for distortion, cracks and signs of binding		x			
		If damage found remove aft fairings (Ref. 27-50-21, P. Block 401)					
		Flap transmission system					
		(a)Check integrity of primary and secondary load paths (Ref. 27-54-00, P. Block 601).			x		
		(b)Inspect transmission shafts for distortion, cracks, pulled or torn fasteners and damaged paintwork			x		
		(c)Inspect universal joints and steady bearing mountings for distortion and cracks			x		
		(d)Inspect right angle gearboxes for oil leakage			x		
		If damage found :					
		(1)The complete system must be regarded as suspect and the entire system, screwjacks, shafts, bearings and gearboxes subjected to the manufacturer's overhaul procedure					



Component Location
Figure 001

(2)Wings STA0/RIB1 to STA1868/RIB31
(Ref. Fig. 002, 003)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Flap track attachments					
A.		Inspect flap track 1 attachment fittings at wing root junctions and their attachment fittings to frames 52 and 56 for distortion, cracks and damaged paintwork If damage found : (1)In main landing gear well and aft cargo compartment, inspect frames 52 and 54 for distortion, cracks and damaged paintwork NOTE : With fwd fixed fairing still removed Fwd.		x			
B.		Inspect flap tracks 2 thru 5 attachment brackets, and adjacent structure for distortion, cracks and fuel leakage. If damage found remove aft fairings (Ref. 27-50-21, P. Block 401) (1)Inspect complete attachment of flap track (2)Defuel wing tanks (Ref. 28-25-00, P. Block 301) and ventilate (Ref. 28-10-00, P. Block 301) (3)Enter tanks and inspect Ribs 5, 13, 18, 23 and rear spar for distortion, cracks and damaged sealant fillets.	x	x x x			

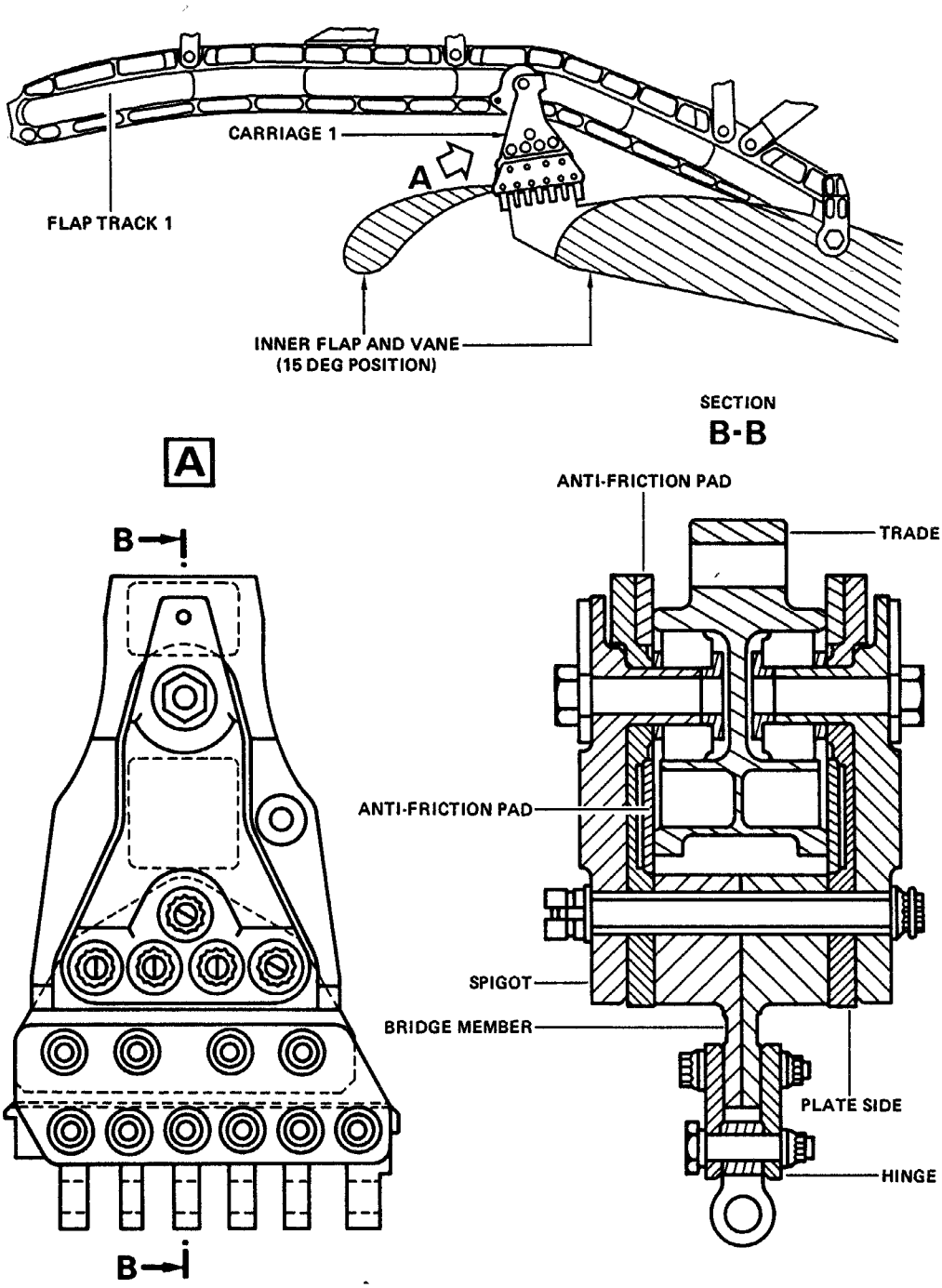
(3)Slats and Krueger flaps STA0/RIB1 to STA1835/RIB30.
(Ref. Fig. 004)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Slats assemblies					
A.		Inspect slats, fairing plates and	x				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		slat No.1 folding doors for distortion, cracks, pulled or torn fasteners, honeycomb delamination or core damage and damaged paintwork.					
2.		Slat screwjacks and tracks					
A.		Inspect track and screwjack attachments on the slats for distortion, cracks, pulled or torn fasteners and condition of safetying devices.	x				
B.		Inspect screwjacks and tracks for distortion, cracks, fluid leakage and condition of safetying devices. If damage found : (1)Slat transmission system (a)Inspect transmission shafts for distortion, cracks, pulled or torn fasteners and damaged paintwork.	x	x			
		(b)Inspect universal joints and steady bearing mountings for distortion and cracks.		x			
		(c)Inspect line gearboxes for oil leakage		x			
3.		Krueger flap					
A.		Inspect Krueger flap, folding nose and hinged door for distortion, cracks, pulled or torn fasteners and damaged paintwork.	x				
B.		Inspect Krueger flap actuator attachment brackets, lateral displacement linkage, folding fairing actuating rod and hinges for distortion, cracks, damaged paintwork and condition of safetying devices.	x				

R

(4)Wings STA0/RIB1 to STA1868/RIB31 (Ref. Fig. 005)



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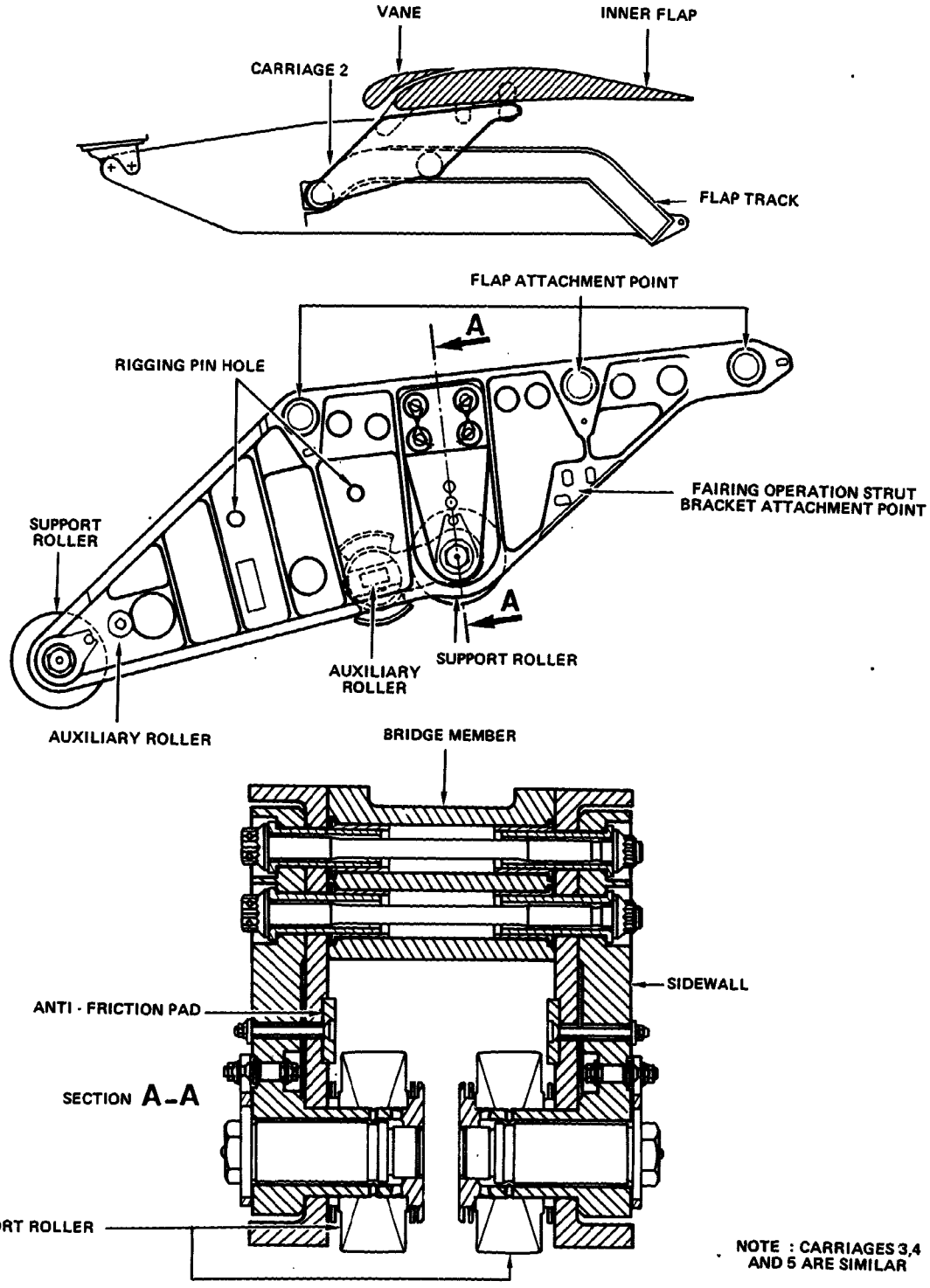
Flap Tracks - Carriage 1
Figure 002



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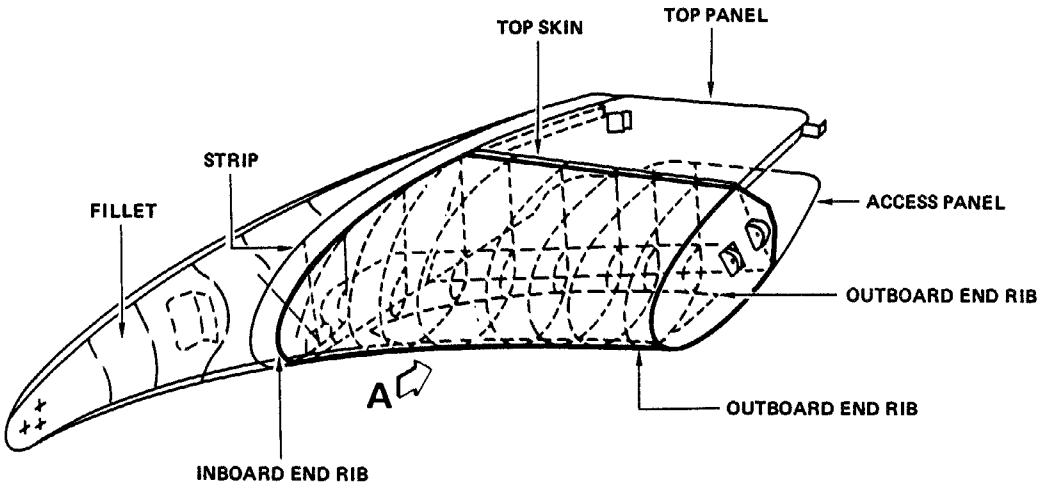
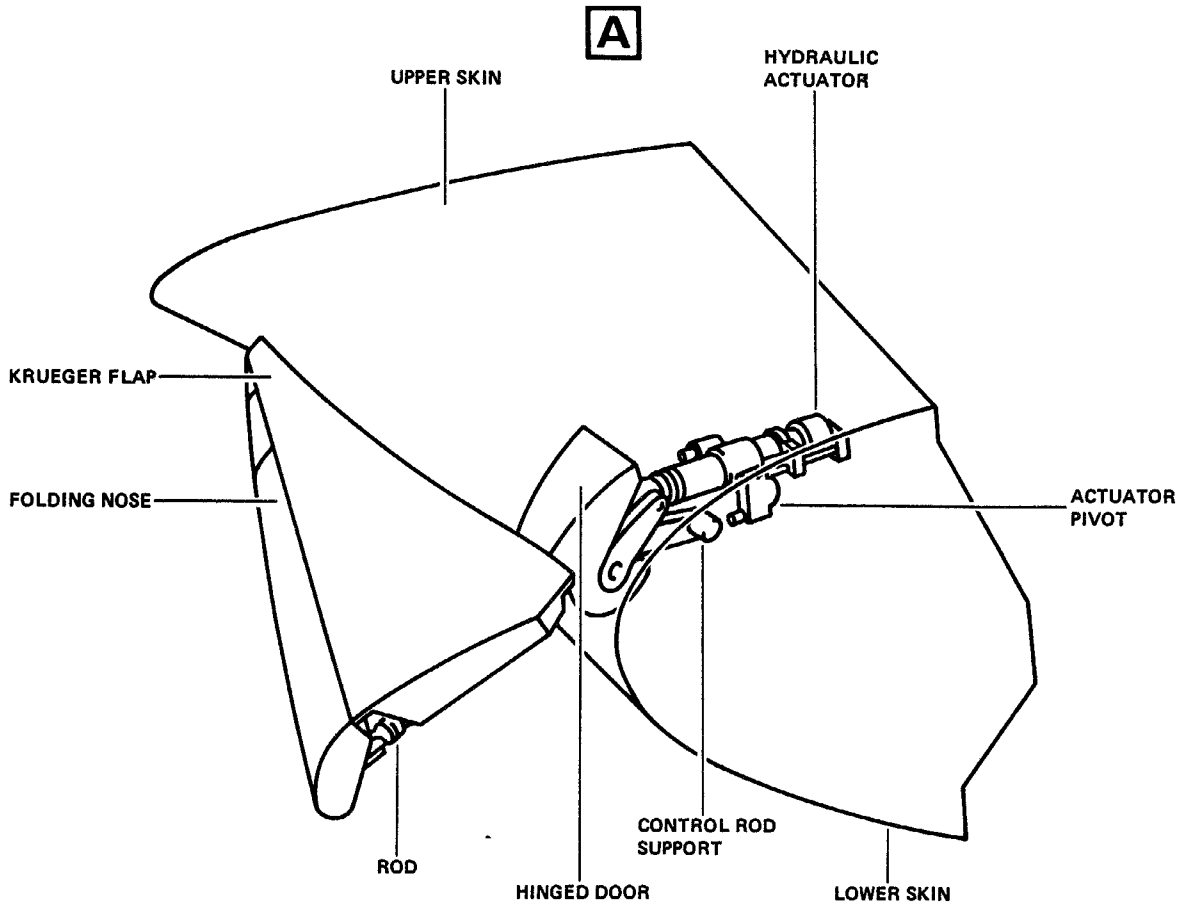
Flap Tracks - Carriage 2 to 5
Figure 003





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Krueger Flap
Figure 004

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Slat track and screwjack structure					
A.		Inspect track and screwjack ribs for distortion, cracks, pulled or torn fasteners, damaged paintwork and signs of fuel leakage	x				
		If damage found :					
		(1)Inspect track and screwjack accommodation cans for signs of fuel leakage		x			
		If leakage found :					
		(1)Defuel wing tanks (Ref. 28-25-00, P. Block 301) and ventilate (Ref. 28-10-00, P. Block 301).			x		
		(2)Enter wings and inspect front spar area for distortion, cracks and damaged sealant fillets			x		

(5)Fuselage STA2241/FR39 to STA2931/FR54

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		If structural damage is found :					
		(1)Flap transmission system					
		(a)Inspect flap shafting between control unit and tee gearbox for distortion, cracks, pulled or torn fasteners and damaged paintwork.		x			
		(b)Inspect torque limiter and mountings for distortion and cracks.		x			
		If damage found :					
		(1)The complete system must be regarded as suspect and the entire system, shafts, bearings, gearboxes and components subjected to the manufacturer's overhaul procedure			x		
		If structural damage is found :					
		(2)Slat transmission system					
		(a)Inspect slat shafting, steady		x			

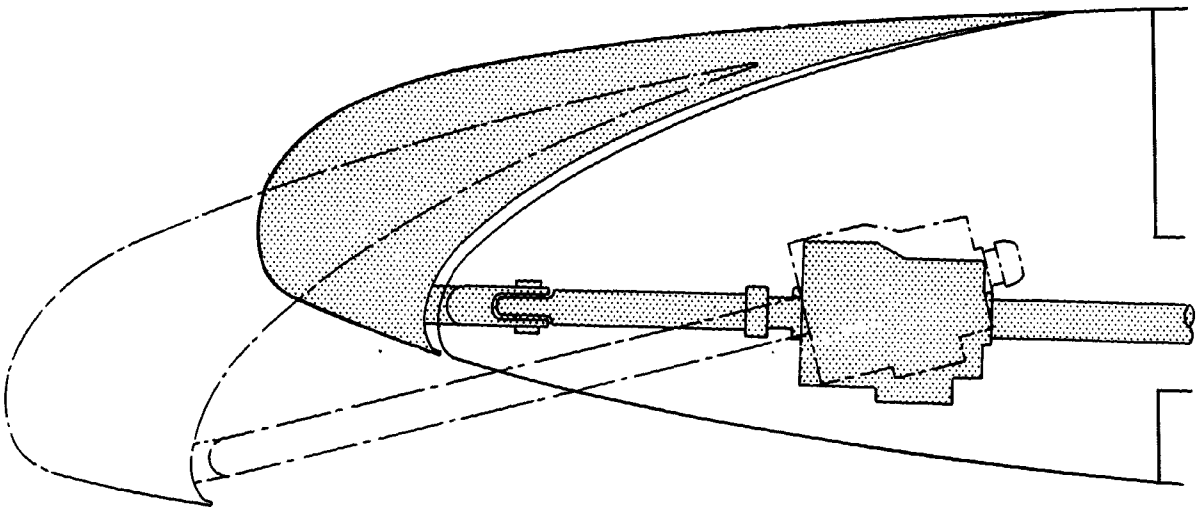
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		bearings and their mounts between the slat control unit and the coupling boxes for distortion, cracks, pulled or torn fasteners and damaged paintwork.					
		(b)Inspect slat tee gearbox for distortion, cracks and oil leakage.		x			

D. Test Set-Up

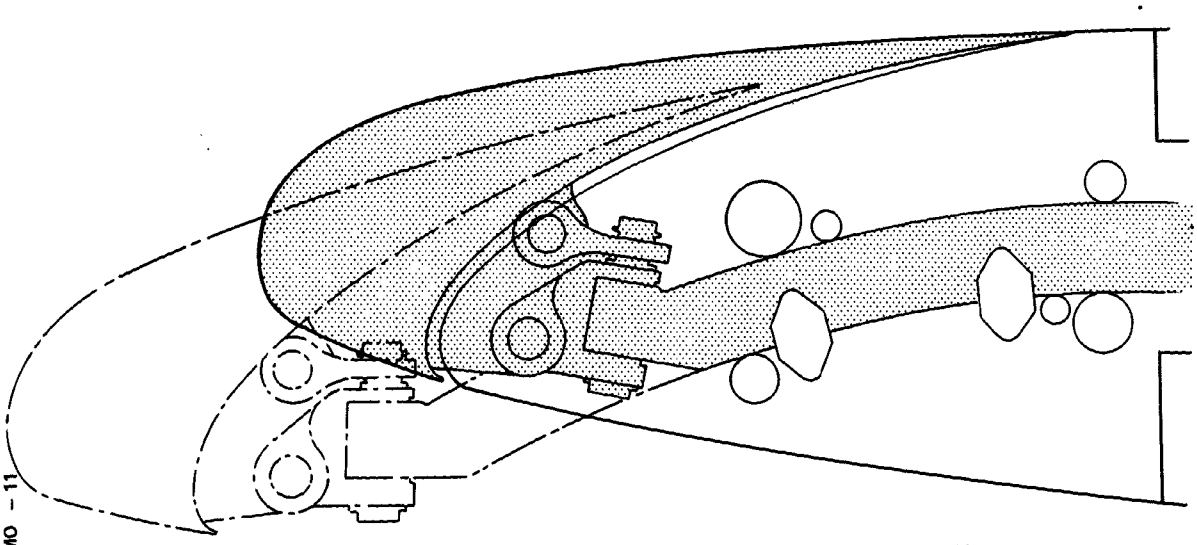
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Install flap track fixed fairings.
(3)Install flap movable fairings (Ref. 27-50-21, P. Block 401).
(4)Remove access platforms.
(5)Remove warning notices from flight compartment.
(6)Close main landing gear (main) doors (Ref. 32-12-11, P. Block 301).

E. Test

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		NOTE : The following tests are necessary if any structural damage to the respective surface or its adjacent structure has been found.					
1.		Retract/extend flaps 3 times, ensuring that movement is smooth and that no fouling or binding between moving parts, fittings or structure occurs (Ref. 27-50-00, P. Block 301, Functional Test)	x	x			
2.		Retract/extend slats and Krueger flaps 3 times ensuring that movement is smooth and that no fouling or binding between moving parts, fittings or structure occurs (Ref. 27-81-00, P. Block 501, Functional Test)	x				



SLAT SCREWJACK



SLAT TRACK

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Typical Slat Track Installation
Figure 005

F. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Retract flap and slats (Ref. 27-50-00 and 27-80-00, P. Block 301).
(3)Depressurize hydraulic systems (Ref. 29-10-00, P. Block 301).
(4)Deenergize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(5)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment, all access equipment and miscellaneous items.

INSPECTION OF AIRFRAME AFTER BIRD OR HAIL STRIKE

1. Inspection of Airframe After Bird or Hail Strike in Flight

WARNING : THERE IS A POSSIBLE HEALTH RISK TO PERSONNEL WHO DO MAINTENANCE TASKS AFTER A BIRD STRIKE. THE SAFETY MEASURES THAT FOLLOW ARE RECOMMENDED.

- **USE DISPOSABLE GLOVES.**
- **USE A DISPOSABLE COVERALL IF THERE IS A RISK OF BODY CONTACT DURING CLEANING.**
- **DO NOT USE PRESSURIZED AIR OR WATER TO CLEAN THE PARTS WHICH WERE IN CONTACT WITH THE BIRD.**
- **REMOVE THE BIRD REMAINS AND PUT THEM IN A PLASTIC BAG.**
- **DO NOT TOUCH YOUR FACE, EYES, NOSE, ETC. WITH YOUR GLOVES.**
- **REMOVE THE GLOVES AND THE DISPOSABLE COVERALL AND PUT THEM IN THE SAME PLASTIC BAG AS THE REMAINS. SEAL THE BAG.**
- **DISCARD THE BAG AS YOU DO FOR USUAL GARBAGE.**
- **CAREFULLY WASH YOUR HANDS WITH SOAP AND WATER.**

A. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 1.5 m to 16.9 m (5 ft. to 55 ft. 6 in.)
B.	Warning Notices
C. 98A27608013000	Safety Collar - Spoiler/Actuator Piston
D. 98A27608014000	Safety Collar - Airbrake Actuator Piston
Referenced Procedures	
- 05-51-19, P. Block 1	Inspection after Engine Bird Strike or Slush Ingestion
- 24-41-00, P. Block 301	AC External Power Control
- 27-11-00, P. Block 501	Mechanical and Electrical Control (Aileron)
- 27-21-00, P. Block 501	Mechanical Control (Rudder)
- 27-31-00, P. Block 501	Mechanical Control and Pitch Uncoupling
- 27-41-00, P. Block 501	Mechanical Control (THS)
- 27-50-00, P. Block 301	Flaps
- 27-51-00, P. Block 501	Mechanical and Electrical Control (Flaps)
- 27-60-00, P. Block 301	Spoilers and Speedbrakes
- 27-81-00, P. Block 501	Mechanical and Electrical Controls (Slats)
- 29-10-00, P. Block 301	Main (Hydraulic Power)
- 32-10-00, P. Block 601	Main Gear and Doors
- 32-12-11, P. Block 301	Main Gear Main Door (Ground Door(s) Opening)
- 32-20-00, P. Block 601	Nose Gear and Doors
- 32-22-11, P. Block 301	Nose Gear Main Door (Ground Door(s) Opening)
- 32-31-00, P. Block 501	Extension and Retraction
- 56-11-11, P. Block 601	Windshield Panels
- 56-11-12, P. Block 601	Fixed Side Window Panels
- 56-12-11, P. Block 601	Sliding Side Window Panels
- 71-04-00, P. Block 101	Trouble Shooting Manual (TSM)

R **B. Procedure**

R (1)Job Set-Up
R (a)Make certain that landing gear ground safeties are fitted correctly.
R (b)Energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
R (c)Pressurize hydraulic systems (Ref. 29-10-00, P. Block 301).
R (d)Extend flaps and slats (Ref. 27-50-00, P. Block 301).
R (e)Extend spoilers and speedbrakes (Ref. 27-60-00, P. Block 301).
R (f)Fit spoiler and speedbrake actuator safety collars.
R (g)Open main landing gear main doors (Ref. 32-12-11, P. Block 301).
R (h)Open nose landing gear main doors (Ref. 32-22-11, P. Block 301).
R (j)De-energize the aircraft electrical network.
R (k)Depressurize hydraulic systems.
R (l)Place warning notices in flight compartment prohibiting operation of all aircraft systems.
R (m)Position access platforms.
R (2) Leveling and Measurement
Not applicable
R (3)Inspection
NOTES : All inspections called for are visual unless otherwise specified in the text.
Operators may, at their own discretion or at the direction of their airworthiness authority, use nondestructive techniques in compliance with the Nondestructive Testing Manual (NTM).
Any work upon a system, as a result of the inspection for damage, that entails disconnection or removal of components, pipes, ducts, cables, electrical connectors and mechanical linkages must be followed by a functional test of the system affected.

R (a)Fuselage STA638 to STA5151/FR103

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Radome					
A.		Inspect radome for erosion, delamination and core damage, both internally and externally.	X				
2.		Flight Compartment Windshields and Side Windows					
A.		Inspect for cracking, delamination and discoloration (indicating overheat damage) (Ref. 56-11-11, 56-11-12 and 56-12-11, P. Block 601). If major damage (heavy bird strike) evident:	X				
		(1)Inspect windshield and side window pillars and frames internally for distortion, cracks and pulled or fasteners.		X			
3.		Passenger Compartment Windows					
A.		Inspect for cracking, delamination and crazing.	X				
4.		Fuselage Structure, External					
A.		Inspect skin, doors, fairings and fillets for erosion, distortion, cracks and pulled or torn fasteners. If damage found:	X				
		(1)Erosion: - No further inspection necessary.					
		(2)Other damage, gain access and inspect internally:					
		- All frames, stringers, cleats, fittings and component mounts, at and in the immediate vicinity of the damage location, for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		- All components, pipes, ducts,		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		electrical looms, cables, pulleys and mechanical linkages for distortion, cracks, rupture, fluid leakage and breaks.					
B.		Examine all the antennas, the TAT sensor, the pitot probe, the angle-of-attack sensor and the drain masts for: - cracks and damage.	X				
5.		Nose Landing Gear					
A.		Inspect, paying particular attention to components, pipes, electrical looms and control cables and pulleys (Ref. 32-20-00, P. Block 601).	X				

R (b)Wings STA0/RIB1 to STA1868/RIB31

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Leading Edges, Slats, Krueger and slot Flaps					
A.		Inspect for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage.	X				
		If damage found:					
		(1) Erosion:					
		- No further inspection necessary					
		(2)Other damage:					
		- Inspect Krueger flap, movable vane and folding fairing internally for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		- Inspect Krueger and slot flaps actuator mountings and linkages for distortion and cracks.		X			
		- Inspect leading edge section internally, at and in immediate vicinity of damage, for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		- Inspect ducting and its mountings for distortion, cracks and rupture.		X			
		- Inspect slat section jack and track attachments for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		- Inspect slat jack and track ribs for distortion and cracks.		X			
		- Inspect slat tracks for brinelling on roller tracks.		X			
		- Inspect slat transmission system for signs of shock loading.		X			
		If damage found:					
		(a) Complete system must be regarded as suspect and the entire system, screwjacks, shafts, bearings and gearboxes subjected to the manufacturer's overhaul proce-			X		

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		dure.					
2.		Main Structure					
A.		Inspect for erosion and scoring.	X				
3.		Trailing Edge False Work, Flaps, Ailerons, Spoilers and Speedbrakes					
A.		Inspect externally for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage. If damage found:	X				
		(1) Erosion: - No further inspection necessary					
		(2) Other damage: - Inspect falsework internally, at and in the immediate vicinity of damage, for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		- Inspect flap carriages, fairings and tracks for distortion, cracks and brinelling of tracks.		X			
		- Inspect flap transmission system for signs of shock loading. If damage found: (a) Complete system must be regarded as suspect and entire system, screwjacks, shafts, bearings and gearboxes subjected to the manufacturer's overhaul procedure.		X	X		
		- Inspect aileron actuator and hinge fittings for distortion and cracks.		X			
		- Inspect spoiler and speed brake actuator and hinge fittings for distortion and cracks.		X			
4.		Wing Tip Fairings and Navigation					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		Lights					
A.		Inspect for erosion, distortion, cracks, pulled or torn fasteners and breakage.	X				
5.		Main Landing Gears and Doors					
A.		Inspect, paying particular attention to components, pipes, cables, pulleys and electrical looms mounted on the gears (Ref. 32-10-00, P. Block 601).	X				

R (c)Engine nacelles and pylons

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Nacelles					
A.		Inspect nacelle externally for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage.	X				
		If damage found:					
		(1) Erosion:					
		- No further inspection necessary					
		(2) Other damage:					
		- Open nose cowl inspection doors and inspect internally for distortion, cracks, pulled or torn fasteners and ruptured de-icing supply pipes and starter pneumatic ducts.		X			
		- Open all cowl doors and inspect nose cowl attachment to fan case for distortion, cracks and pulled or torn fasteners.		X			
		- Inspect all cowl hinge fittings and cowl internal structure for distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage.		X			
		- Inspect all cowl latches for damage and make certain operation is satisfactory.		X			
B.		Inspect engine (Ref. 05-51-19, P. Block 1)	X				
2.		Pylons					
A.		Inspect pylons externally for erosion, distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				
		If damage found:					
		(1) Erosion:					
		- No further inspection necessary					
		(2) Other damage:					
		- Inspect pylon internally for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		- Inspect components, pipes, ducts, electrical looms,		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		control cables, pulleys and their mounts for distortion, cracks, rupture, breaks and fluid leakage.					

R (d)Stabilizers

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Vertical Stabilizer					
A.		Inspect dorsal fin, vertical stabilizer leading edge and tip fairing externally for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage. If damage found: (1) Erosion: - No further inspection necessary	X				
		(2) Other damage: - Inspect internally, at and in vicinity of damage, for distortion, cracks, pulled or torn fasteners, honeycomb delamination or core damage and damaged paintwork.		X			
B.		Inspect vertical stabilizer spar box for erosion and scoring.	X				
C.		Inspect rudder and trailing edge access doors externally for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage. If damage found: (1) Erosion: - No further inspection necessary	X				
		(2) Other damage: - Inspect rudder hinge and actuator attachment fittings for distortion, cracks and damaged paintwork.		X			
2.		Horizontal Stabilizer					
A.		Inspect leading edge and tip fairing externally for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage. If damage found:	X				

	Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
	1	2	3	4	5	6	7	8
			(1) Erosion: - No further inspection necessary (2) Other damage: - Inspect internally for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
R	B.		Inspect horizontal stabilizer spar box for erosion and scoring.	X				
	C.		Inspect elevators and trailing edge access doors externally for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage. If damage found: (1) Erosion: - No further inspection necessary (2) Other damage: - Inspect elevator hinge and actuator fittings for distortion, cracks and damaged paintwork.	X	X			

R C. Test Set-Up
R (1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
R (2)Close up all panels and doors opened during inspection.
R (3)Remove access platforms.
R (4)Remove warning notices from flight compartment.
R (5)Close MLG main doors (Ref. 32-12-11, P. Block 301).
R (6)Close NLG doors (Ref. 32-22-12, P. Block 301).
R (7)Remove safety collars from spoiler actuators.

R D. Test

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		NOTE : The following tests are only necessary if work upon the system has been carried out as a result of the inspection for damage or if structure adjacent to a flight control surface was found damaged.					
1.		Operate ailerons 3 times and ensure that travel is full and free of fouling or binding (Ref. 27-11-00, P. Block 501).		X			
2.		Operate rudder 3 times and ensure that travel is full and free of fouling or binding (Ref. 27-21-00, P. Block 501).		X			
3.		Operate elevator 3 times and ensure that travel is full and free of fouling or binding (Ref. 27-31-00, P. Block 501).		X			
4.		Operate trimmable horizontal stabilizer 3 times and ensure that travel is full and free of fouling or binding (Ref. 27-41-00, P. Block 501).		X			
5.		Operate spoilers and speedbrakes 3 times and ensure that travel is full and free of fouling or binding (Ref. 27-60-00, P. Block 301).		X			
6.		Operate flaps, slats and krueger flaps 3 times and ensure that travel		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		is full and free of fouling or binding (Ref. 27-50-00, P. Block 301 and 27-81-00, P. Block 501).					
		NOTE : The following test is only necessary if work upon the system has been carried out as a result of the inspection for damage or if structure adjacent to a door was found damaged.					
7.		Carry out 3 retractions of undercarriage and ensure that travel of gear and doors is smooth and free of fouling or binding (Ref. 32-31-00, P. Block 501).		X			
		NOTE : If damage is limited to gear main doors only, or fuselage structure adjacent to main doors, then test main doors only using the doors ground opening/closing circuit (Ref. 32-12-11 and 32-22-12, P. Block 301).					

E. Close-Up

(1)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment, all access equipment and miscellaneous items.

2. Inspection of Airframe After Hail Strike on Ground

A. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 1.5 m to 16.9 m (5 ft. to 55 ft. 6 in.)
B.	Warning Notices
C. 98A27608013000	Safety Collar - Spoiler/Actuator Piston
D. 98A27608014000	Safety Collar - Airbrake Actuator Piston
Referenced Procedures	
- 05-51-19, P. Block 1	Inspection after Engine Bird Strike or Slush Ingestion
- 24-41-00, P. Block 301	AC External Power Control
- 27-11-00, P. Block 501	Mechanical and Electrical Control (Aileron)

ITEM	DESIGNATION
- 27-21-00, P. Block 501	Mechanical Control (Rudder)
- 27-31-00, P. Block 501	Mechanical Control and Pitch Uncoupling
- 27-41-00, P. Block 501	Mechanical Control (THS)
- 27-50-00, P. Block 301	Flaps
- 27-51-00, P. Block 501	Mechanical and Electrical Control (Flaps)
- 27-60-00, P. Block 301	Spoilers and Speedbrakes
- 27-81-00, P. Block 501	Mechanical and Electrical Controls (Slats)
- 29-10-00, P. Block 301	Main (Hydraulic Power)
- 56-11-11, P. Block 601	Windshield Panels
- 56-11-12, P. Block 601	Fixed Side Window Panels
- 56-12-11, P. Block 601	Sliding Side Window Panels
- 71-04-00, P. Block 101	Trouble Shooting Manual (TSM)

R B. Procedure
R (1)Job Set-Up
R (a)Make certain that landing gear ground safeties are fitted correctly.
R (b)Energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
R (c)Pressurize hydraulic systems (Ref. 29-10-00, P. Block 301).
R (d)Extend flaps and slats (Ref. 27-50-00, P. Block 301).
R (e)Extend spoilers and speedbrakes (Ref. 27-60-00, P. Block 301).
R (f)Fit spoiler and speedbrake actuator safety collars.
R (g)De-energize the aircraft electrical network.
R (h)Depressurize hydraulic systems.
R (j)Place warning notices in flight compartment prohibiting operation of all aircraft systems.
R (k)Position access platforms.
R (2)Leveling and Measurement
R Not applicable
R (3)Inspection
NOTES : All inspections called for are visual unless otherwise specified in the text.
Operators may, at their own discretion or at the direction of their airworthiness authority, use nondestructive techniques in compliance with the Nondestructive Testing Manual (NTM).
Any work upon a system, as a result of the inspection for damage, that entails disconnection or removal of components, pipes, ducts, cables, electrical connectors and mechanical linkages must be followed by a functional test of the system affected.

R (a)Fuselage STA638 to STA5151/FR103

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Radome					
A.		Inspect radome for erosion, delamination and core damage, both internally and externally.	X				
2.		Flight Compartment Windshields and Side Windows					
A.		Inspect for cracking, delamination and discoloration (indicating overheat damage) (Ref. 56-11-11, 56-11-12 and 56-12-11, P. Block 601). If major damage (heavy hail strike) evident:	X				
		(1)Inspect windshield and side window pillars and frames internally for distortion, cracks and pulled or torn fasteners.		X			
3.		Passenger Compartment Windows					
A.		Inspect for cracking, delamination, and crazing.	X				
4.		Fuselage Structure, External					
A.		Inspect skin, doors, fairings and fillets for erosion, distortion, cracks and pulled or torn fasteners. If damage found:	X				
		(1)Erosion: - No further inspection necessary.					
		(2)Other damage, gain access and inspect internally:					
		- All frames, stringers, cleats, fittings and component mounts, at and in the immediate vicinity of the damage location, for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		- All components, pipes, ducts,		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		electrical looms, cables, pulleys and mechanical linkages for distortion, cracks, rupture, fluid leakage and breaks.					
B.		Examine all the antennas, the pitot probe and the angle-of-attack sensor for: - Cracks and damage.	X				

R (b)Wings STA0/RIB1 to STA1868/RIB31

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Leading Edges, Slats, Krueger and slot Flaps					
A.		Inspect for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage If damage found: (1) Erosion: - No further inspection necessary	X				
		(2)Other damage: - Inspect Krueger flap, movable vane and folding fairing internally for distortion, cracks, pulled or torn fasteners and damaged paintwork.					
		- Inspect Krueger and slot flaps actuator mountings and linkages for distortion and cracks.		X			
		- Inspect leading and trailing edges internally, at and in immediate vicinity of damage, for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		- Inspect ducting and its mountings for distortion, cracks and rupture.		X			
		- Inspect slat section for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
2.		Main Structure					
A.		Inspect for erosion and scoring.	X				
3.		Leading and Trailing Edges False Work, Flaps, Ailerons, spoilers and Speedbrakes					
A.		Inspect externally for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage.	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		If damage found:					
		(1) Erosion:					
		- No further inspection necessary					
		(2) Other damage:					
		- Inspect falsework internally, at and in the immediate vicinity of damage, for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
4.		Wing Tip Fairings and Navigation Lights					
A.		Inspect for erosion, distortion, cracks, pulled or torn fasteners and breakage.	X				

R (c)Engine nacelles and pylons

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Nacelles					
A.		Inspect nacelle externally for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage. If damage found: (1) Erosion: - No further inspection necessary	X				
		(2) Other damage: - Open nose cowl inspection doors and inspect internally for distortion, cracks, pulled or torn fasteners and ruptured de-icing supply pipes and starter pneumatic ducts.		X			
		- Open all cowl doors and inspect nose cowl attachment to fan case for distortion, cracks and pulled or torn fasteners.		X			
		- Inspect all cowl hinge fittings and cowl internal structure for distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage.		X			
B.		Inspect engine (Ref. 05-51-19, P. Block 1).	X				
2.		Pylons					
A.		Inspect pylons externally for erosion, distortion, cracks, pulled or torn fasteners and damaged paintwork. If damage found: (1) Erosion: - No further inspection necessary	X				
		(2) Other damage: - Inspect pylon internally for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		- Inspect components, pipes, ducts, electrical looms, control cables, pulleys and their mounts for distortion, cracks, rupture, breaks and		X			

	Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
	1	2	3	4	5	6	7	8
R			fluid leakage.					

R (d)Stabilizers

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Vertical Stabilizer					
A.		Inspect dorsal fin, vertical stabilizer, leading and trailing edges and tip fairing externally for for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage. If damage found: (1) Erosion: - No further inspection necessary	X				
		(2) Other damage: - Inspect internally, at and in vicinity of damage, for distortion, cracks, pulled or torn fasteners, honeycomb delamination or core damage and damaged paintwork.		X			
B.		Inspect vertical stabilizer spar box for erosion and scoring.	X				
C.		Inspect rudder and trailing edge access doors externally for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage. If damage found: (1) Erosion: - No further inspection necessary	X				
		(2) Other damage: - Inspect rudder hinge and actuator attachment fittings for distortion, cracks and damaged paintwork.		X			
2.		Horizontal Stabilizer					
A.		Inspect leading and trailing edges and tip fairing externally for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage. If damage found:	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		(1) Erosion: - No further inspection necessary (2) Other damage: - Inspect internally for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
B.		Inspect horizontal stabilizer torque box for erosion and scoring.	X				
C.		Inspect elevators and trailing edge access doors externally for erosion, distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage. If damage found: (1) Erosion: - No further inspection necessary (2) Other damage: - Inspect elevator hinge and actuator fittings for distortion, cracks and damaged paintwork.	X	X			

R C. Test Set-Up
R (1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
R (2)Close up all panels and doors opened during inspection.
R (3)Remove access platforms.
R (4)Remove warning notices from flight compartment.
R (5)Remove safety collars from spoiler actuators.

R D. Test

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		NOTE : The following tests are only necessary if work upon the system has been carried out as a result of the inspection for damage or if structure					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		adjacent to a flight control surface was found damaged.					
1.		Operate ailerons 3 times and ensure that travel is full and free of fouling or binding (Ref. 27-11-00, P. Block 501).		X			
2.		Operate rudder 3 times and ensure that travel is full and free of fouling or binding (Ref. 27-21-00, P. Block 501).		X			
3.		Operate elevator 3 times and ensure that travel is full and free of fouling or binding (Ref. 27-31-00, P. Block 501).		X			
4.		Operate trimmable horizontal stabilizer 3 times and ensure that travel is full and free of fouling or binding (Ref. 27-41-00, P. Block 501).		X			
5.		Operate spoilers and speedbrakes 3 times and ensure that travel is full and free of fouling or binding (Ref. 27-60-00, P. Block 301).		X			
6.		Operate flaps, slats and krueger flaps 3 times and ensure that travel is full and free of fouling or binding (Ref. 27-50-00, P. Block 301 and 27-81-00, P. Block 501). NOTE : The following test is only necessary if work upon the system has been carried out as a result of the inspection for damage or if structure adjacent to a door was found damaged.		X			

E. Close-Up

(1)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment,

R all access equipment and miscellaneous items.

INSPECTION AFTER A TIRE BURST OR TREAD THROW OR WHEEL FAILURE

WARNING : IF THE TIRE BURST IS CAUSED AS A RESULT OF BRAKE SEIZURE, ALLOW BRAKE UNIT AND WHEEL TO COOL BEFORE APPROACHING LANDING GEAR. DO NOT APPLY LIQUID OR GASEOUS FIRE EXTINGUISHANT DIRECTLY ONTO A HOT WHEEL OR BRAKE UNIT, AN EXPLOSION COULD RESULT.

1. Equipment and Materials

	ITEM	DESIGNATION
	A.	Access Platforms 3.41 m (11ft. 2in.)
	B.	Warning Notices
	C.	Borescope
	Referenced Procedures	
	- 05-51-16, P. Block 1	Inspection after Brake Emergency Application or Overheat
R	- 12-37-32, P. Block 1	Wheel Replacement
	- 24-41-00, P. Block 301	AC External Power Control
	- 27-11-00, P. Block 501	Mechanical and Electrical Control (Aileron)
	- 27-50-00, P. Block 301	Flaps
	- 27-50-21, P. Block 401	Flap Track Fairings
	- 27-54-00, P. Block 501	Hydraulic Actuation and Power Transmission (Flaps)
	- 27-60-00, P. Block 301	Spoilers and Speedbrakes
	- 27-61-00, P. Block 501	Electrical and Mechanical Control (Spoilers and Speedbrakes)
	- 28-10-00, P. Block 301	Storage
	- 28-25-00, P. Block 301	Refuel/Defuel System
	- 29-10-00, P. Block 301	Main Hydraulic Power
	- 32-10-00, P. Block 601	Main Gear and Doors
	- 32-12-11, P. Block 301	Main Gear Main Door - (Ground Door(s) Opening)
	- 32-20-00, P. Block 601	Nose Gear and Doors
	- 32-22-11, P. Block 301	Nose Gear Main Door - (Ground Door(s) Opening)
	- 32-31-00, P. Block 501	Extension and Retraction
R	- 32-41-00, P. Block 601	Wheels
	- 72-00-00, P. Block 601	Engine - General
	- 78-31-00, P. Block 501	Thrust Reverser System Control

2. Procedure

A. Job Set Up
(1)Make certain that landing gear ground safeties including wheel chocks are in position.
(2)Open main landing gear main doors (Ref. 32-12-11, P. Block 301).
(3)Open nose landing gear doors (Ref. 32-22-11, P. Block 301).
(4)Extend flaps and slats (Ref. 27-50-00, P. Block 301).
(5)Extend speedbrakes (Ref. 27-60-00, P. Block 301).
(6)Depressurize Green, Blue and Yellow hydraulic systems (Ref. 29-10-00, P. Block 301).
(7)De-energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(8)Place warning notices in flight compartment prohibiting operation of all systems.
(9)Position access platforms.

B. Leveling and Measurement
Not applicable.

C. Inspection

NOTES : All inspections called for are visual unless otherwise specified in text.
Operators may, at their own discretion or at the direction of their airworthiness authority, use non-destructive testing techniques in compliance with the aircraft Non-Destructive Testing Manual (NTM).
If tire burst(s) occurs when gear is fully retracted then inspection required is limited to the gear well, doors and the gear assemblies.
Any work upon a system, as a result of the inspection for damage, that entails disconnection or removal of components, pipes, ducts, cables, electrical connectors and mechanical linkages must be followed by a functional test of the system affected.

R (1)General wheel inspection
R (a)After a tire burst, replace the damaged wheel and deflate and replace the adjacent wheel (on the same axle) (Ref. 12-37-32, P. Block 1).
R (b)After a tread throw, measure the pressure of the tire (Ref. 32-41-00, P. Block 601).
R NOTE : After a tread throw, it is possible that the tire will stay inflated. If the tire is inflated when the aircraft is parked, it is necessary to let the tire become cool for three hours before you measure the pressure.
R 1 If the measured pressure is more than 80% of the nominal pressure, (Refer to the pressure tables (Ref. 32-41-00, P. Block 601)), deflate, then replace the damaged wheel (Ref. 12-37-32, P. Block 1).
R 2 If the measured pressure is less than or equal to 80% of the nominal pressure (Refer to the pressure tables (Ref. 32-41-00, P. Block 601), deflate, then replace the damaged wheel and the adjacent wheel (on the same axle) (Ref. 12-37-32, P. Block 1).

(1)Fuselage STA766/FR1 to STA2241/FR39

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Fuselage lower surface including cargo doors					
A.		Inspect skin panels for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				
		If damage found: (1) Remove avionics and/or forward cargo compartment floor panels and inspect frames, stringers, cleats and fittings for distortion, cracks, pulled or torn fasteners and damaged paintwork, adjacent to the damaged area.		X			
		(2) Inspect components, pipes, ducts, electrical looms, control cables, pulleys and their mounts for cracks, rupture, fluid leakage and condition of safetying devices.		X			
B.		In nose landing gear well, inspect structure, components, pipes, ducts, electrical looms, control cables, pulleys and their mounts for distortion, cracks, rupture, fluid leakage and condition of safetying devices.	X				
C.		Inspect nose landing gear doors, their hinges and actuating cylinder attachments for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				
D.		Inspect nose landing gear assy, paying particular attention to components, pipes, electrical looms, control cables, pulleys, linkages and their mounts (Ref. 32-20-00, P. Block 601).	X				

(2)Fuselage STA2241/FR39 to STA3143/FR55/58

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Fuselage lower surface including cargo doors					
A.		Inspect fuselage lower surface skin panels and ventral fairings for distortion, cracks, pulled or torn fasteners and damaged paintwork	X				
		If damage found:					
		(1) Internally inspect all frames, stringers, cleats and fittings for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		(2) In air conditioning compartment, inspect all components, pipes,ducts, electrical looms, control cables, pulleys, mounts and transmission shafting for distortion, cracks, rupture, fluid leakage and condition of safetying devices.		X			
B.		In main landing gear well, inspect protective panels and visible structure for distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage.	X				
		If damage found:					
		(1) Remove damaged protective panels and adjacent panels and inspect components, pipes, cables, pulleys, and transmission shafts for distortion, cracks, rupture, fluid leakage and damaged mounts.		X			
		(2) Remove center beam floor panels and inspect internal structure for distortion, cracks, pulled		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		or torn fasteners and damaged paintwork.					
2.		Main Landing Gear, Main Doors					
A.		Inspect doors, hinges, actuating cylinder fittings, sequence valve mounts and linkage for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				
B.		Inspect actuating cylinder, sequence valve, hoses and pipes for distortion, cracks, rupture, fluid leakage and condition of safetying devices.	X				

(3)Wings STA0/RIB1 to STA1182/RIB19

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Inner flaps					
A.		Inspect flaps, sliding vane and fairings for distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage.	X				
		If damage found:					
		(1) Remove fairings (Ref. 27-50-21, P. Block 401) and inspect flap carriages, fairing and sliding vane attachment fittings and track for distortion, cracks, pulled or torn fasteners, and condition of safetying devices.					
2.		Trailing edge falsework					
A.		Inspect underside of falsework for distortion, cracks, pulled or torn fasteners, honeycomb delamination or core damage and damaged paintwork.	X				
		If damage found:					
		(1) Open access doors and inspect internal structure for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		(2) Inspect components, pipes, electrical looms, control cables and transmission shafts for distortion, cracks, rupture, fluid leakage and condition of safetying devices.		X			
3.		All speed aileron					
A.		Inspect for distortion, cracks, pulled or torn fasteners, honeycomb delami-	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		nation and core damage.					
		If damage found:					
		(1) Aileron hinges and actuator for distortion and cracks.		X			
4.		Leading edge, krueger flap and slats No. 1					
A.		Inspect leading edge, flaps and slats for distortion, cracks and pulled or torn fasteners.	X				
		If damage found:					
		(1) Defuel wing tanks (Ref. 28-25-00, P. Block 301) and ventilate (Ref. 28-10-00, P. Block 301).		X			
		(2) Enter wings and inspect front spar area for distortion, cracks and damaged sealant fillets.		X			

(4)Main landing gear

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Gear assembly					
		NOTE : If tire burst is the result of brake emergency application or seizure, inspect (05-51-16, P. Block 1).	X				
A.		Inspect, paying particular attention to components, pipes, hoses, electrical looms, control cables, pulleys, linkages and mountings (Ref. 32-10-00, P. Block 601).	X				

(5)Engine nacelles and pylons

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Nacelle					
A.		Inspect nacelle externally for distortion, cracks, pulled or torn fasteners, honeycomb delamination and core damage.	X				
		If damage found:					
		(1) Open cowls and inspect internally for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		(2) Inspect components, ducts, cables and looms in cowls for distortion, cracks and rupture.		X			
2.		Pylons					
A.		Inspect pylons externally for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				
		If damage found:					
		(1) Inspect structure internally for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		(2) Inspect components, pipes, ducts, looms, cables, pulleys and mounts for distortion, cracks, rupture and fluid leakage.		X			
3.		Engine					
A.		Inspect engine intake and fan blades for foreign object damage.	X				
B.		Inspect exhaust nozzle and last stage low pressure turbine for metal deposit	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		If damage found: (1) Perform a borescope inspection of first and last stages of the high pressure compressor. (Ref. 72-00-00, P. Block 601). NOTE : This is the minimum permissible inspection level.		X			
C.		If tire burst occurred during thrust reversal operation, deploy fan reverser translating cowls and inspect cascades for distortion, cracks and rupture.	X				

D. Test Set-Up

(1)Make certain that working area is clean and clear of tools, and miscellaneous items of equipment.
(2)Close up all panels and doors opened during the inspection.
(3)Remove access platforms.
(4)Remove warning notices from flight compartment.
(5)Close main gear main doors (Ref. 32-12-11, P. Block 301).
(6)Close nose gear main doors (Ref. 32-22-11, P. Block 301).

E. Test

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		Note : The following tests are only applicable if the inspection revealed damage to a flying control surface, MLG or doors, fan reverser translation cowls or structure adjacent to them.					
A.		Carry out a functional test of all speed ailerons (Ref. 27-11-00, P. Block 501) ensuring that travel is full and free of fouling or binding.		X			
B.		Carry out a flaps hydraulic actuation and power transmission test (Ref. 27-54-00, P. Block 501) ensuring that travel is full and free of fouling or binding. NOTE : Check that the mechanical movement of the flaps over the full range is smooth and free.		X			
C.		Carry out a functional test of speedbrakes (Ref. 27-61-00, P. Block 501) ensuring that travel is full and free of fouling or binding.		X			
D.		Carry out a landing gear retraction test (Ref. 32-31-00, P. Block 501) ensuring that movement is smooth and free of fouling or binding.		X			
E.		Carry out a functional test of thrust reverser system (Ref. 78-31-00, P. Block 501) ensuring that movement is full and free of fouling or binding.		X			

F. Close-Up

(1) Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment, all access equipment and miscellaneous items.

INSPECTION AFTER BRAKE OVERHEAT

WARNING : ALLOW BRAKES AND WHEELS TO COOL BEFORE APPROACHING LANDING GEAR. DO NOT APPLY LIQUID OR GASEOUS FIRE EXTINGUISHANT ONTO A HOT WHEEL OR BRAKE UNIT, AN EXPLOSION COULD RESULT.

1. Reason for the Job

R This inspection is necessary after a crew report of:
R -a brake temperature of more than 900 deg. C,
R -wheel fuse plug(s) melt.

R The temperature of the brakes can be too high after:
R -an acceleration stop,
R -the emergency application of the brakes,
R -frequent use of the brakes,
R -a failure of the braking control.
R If the temperature of the brakes is too high, one or more of the fuse plugs can melt. This causes:
R -damage to the tire,
R -possible damage to the wheel,
R -too much load on the opposite tire which can cause damage.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Wheel Change Jack - Nose and Main Gear (Tires Inflated)
B.	Wheel Change Equipment - Nose and Main Gear (Tires Burst)
C.	Chocks - Main Gear Wheel
D.	Chocks - Nose Gear Wheel
E. Material No. 11-002	Cleaning Agents (Ref. 20-31-00)
F. Material No. 11-003	Cleaning Agents (Ref. 20-31-00)
G. Material No. 12-003	Strippers (Ref. 20-31-00)
H. Material No. 16-001	Structure Paints (Ref. 20-31-00)
or Material No. 16-033	Structure Paints (Ref. 20-31-00)
J. Material No. 16-018	Structure Paints (Ref. 20-31-00)
or Material No. 16-034	Structure Paints (Ref. 20-31-00)
Referenced Procedures	
- 05-51-15, P. Block 1	Inspection after a Tire Burst or Tread Throw
- 12-37-32, P. Block 1	Wheel Replacement
- 32-11-14, P. Block 401	Beam Assy - Bogie
- 32-41-00, P. Block 601	Wheels
- 32-42-00, P. Block 501	Normal Braking
- 32-42-27, P. Block 401	Brake Unit
- 32-42-27, P. Block 601	Brake Unit
- 32-43-00, P. Block 501	Alternate Braking with Anti skid

3. Procedure

A. Job Set-Up
(1)Make certain that landing gear ground safety locks are correctly installed.
(2)Make certain that wheel chocks are positioned at main and nose gear wheels.

B. Recommendations
(1)Recommendations following brake overheat
(a)If a tire is inflated, do not go near the area around the wheel for about one hour. When you do go near, go from the front or rear and not from the side of the wheel.
(b)Unless there is a fire, do not apply the extinguishing agent (liquid, water, mist, foam, etc.) with a spray gun onto a hot tire if it is inflated.
Do not apply the extinguishing agent directly into the heat pack of the brake or into the wheel. This can cause thermal shock to the stressed parts. Especially, do not use CO2 as this has a strong cooling effect which is not the same in all areas. It can cause an explosion in the stressed parts.
Extinguishant on hot wheels can:
- increase the time necessary for the fuse(s) to melt, or
- prevent operation of the fuse(s).
You must let the brake get cool by itself for at least one hour and use the cooling fans (if installed).
NOTE : You can use blowers or air conditioning equipment only after:
- the temperature of the fuses decreases (more than one hour after the aircraft stops) or
- the fuses are melted.
You must not use these if you can see flames or burning embers.
(c)In the event of fire, immediately stop the fire. Do not wait until the tires are deflated. Come near the wheel only from the front or from the rear.
NOTE : We do not recommend the use of multi-purpose powders as they may be changed into solid or enameled deposit. These agents stop the fire but they decrease the heat dissipation speed. This can cause permanent structural damage at the brake, the wheel or wheel axle.
(d) Do not apply the parking brake.
(e)Put a warning notice in the cockpit to tell persons not to operate the landing gear control lever.
(f)Clean all the parts if extinguishing agents were used.

D. Inspection

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Inspection of the Aircraft					
A.		In case of tire burst: - do the inspection of the aircraft after a Tire Burst or Tread Throw (Ref. 05-51-15, P. Block 1).	X				
2.		Inspection of the Wheels and Brakes					
A.		Inspection after 183 deg.C wheel fuse plug(s) melt (1) Remove corresponding wheel and adjacent wheel for overhaul (Ref. 12-37-32, P. Block 1) (Refer to manufacturer's instructions for overhaul procedure). (2) Examine brake unit for damage or distortion. (Ref. 32-42-27, P. Block 601) (a) Make certain that there is no hydraulic fluid leakage at the piston, liners, supply lines, self blanking unions and bleed screws. (b) Clean piston housing with a cloth and make certain it is in correct condition (no separation,					

	Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
	1	2	3	4	5	6	7	8
			no blisters).					
			(c) Make certain that heat pack is serviceable:					
			If damage is found:					
			- Remove damaged brake unit for overhaul (Ref. 32-42-27, P. Block 401) (Refer to manufacturer's instructions for overhaul procedure).					
	B.		Inspection after 300 deg.C wheel fuse plug(s) melt or a brake temperature of more than 900 deg.C					
			(1) Remove corresponding wheel for overhaul (Ref. 12-37-32, P. Block 1) (Refer to manufacturer's instructions for overhaul procedure).					
			NOTE :If fuse plug is melted, also remove the adjacent wheel for overhaul.					
			(2) Remove brake for overhaul (Ref. 32-42-27, P. Block 401) (Refer to manufacturer's instructions for overhaul procedure).					
			(3) Remove protective sleeve/brake unit spacer (Ref. 32-42-27, P. Block 401).	X				
			(4) Clean protective sleeve, brake unit	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		spacer and axle with Material No. 11-002.					
		(5) Inspect brake unit spacer internally and externally for discoloration, burned paint and melted cadmium plating (evidenced by presence of shiny particles).	X				
		(6) Inspect axle protective sleeve externally for absence of deformation, cracks, scratches or plating discrepancies (peeling, chrome flaking)	X				
		(7) Inspect axle protective sleeve internally for scratches, discoloration, burnt paint, blistering and evidence of melted cadmium plating (minute drops, pimpled appearance) showing an overheated condition. If any of the above damage is found: (a) Replace the protective sleeve	X				
		(8) Inspect axle externally for traces of impact, scratches or metal pickups and discoloration. According to the results, proceed as follows: (a) Light discoloration - remove discolo-	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		ration and aluminum paint topcoat with Material No. 11-003 and inspect green primer for discoloration. (If none present: axle is serviceable providing it passes the internal inspection para. (9)). If still present proceed to para. (8)(b)					
		(b) Heavy discoloration or paint missing: - strip paint and primer with Material No. 12-001 and inspect cadmium plating for melting (shiny particles, pimpled appearance or areas of bared metal) using a X20 magnifying glass.		X			
		If damage found: Replace the bogie beam (AMM 32-11-14, P. Block 401).			X		
		NOTE : Bared metal not accompanied by adjacent paint discoloration					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		indicates scuffing damage. In this case axle is serviceable providing it passes the internal inspection para. (9).					
		(9) Inspect axle internally for traces of overheating. - this inspection is to determine the temperature reached and concentrated inside the axle and therefore the possibility of hydrogen embrittlement caused by melting and diffusion of the cadmium plating. The embrittlement condition is to be checked in examining:	X				
		(a) The change in coloration of the paint inside the axle (Polyurethane primer paint): - if the coloration observed inside the axle belongs to range 1, the axle is still structurally acceptable for further		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		flights. - if the coloration observed inside the axle belongs to range 2, the axle is no longer structurally acceptable and the bogie beam must be removed and replaced before any further flight (AMM 32-11-14, P. Block 401).					
		(b) The appearance of the surface for evidence of melted cadmium plating (minute drops, pimpled appearance): - inspect the inner surface of the axle for evidence of melted cadmium plating (minute drops, pimpled appearance) and do NDT to check the axle by dye penetrant or fluorescent inspection.		X			
		If damage or crack found: - the bogie beam must be replaced before any further flight (AMM 32-11-14, P. Block 401).			X		

D. Test Set-Up

(1)If axles are serviceable, restore protective treatment:

- polyurethane primer (Mat No. 16-001) or (Mat No. 16-033)
- polyurethane top coat (Mat No.16-018) or (Mat No. 16-034).

(2)Replace brake unit as necessary (Ref. 32-42-27, P. Block 401).

(3)Install replacement wheels as required (Ref. 12-37-32, P. Block 1).

E. Test

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
A.		Carry out an operational test of Normal braking system (Ref. 32-42-00, P. Block 501).	X				
B.		Carry out an operational test of Standby braking system (Ref. 32-43-00, P. Block 501).	X				

F. Close-Up

(1)Remove ground handling and maintenance equipment, tools, standard and special tools, together with ground power and replenishing equipment, all access equipment and miscellaneous items.
(Ref. Fig. 001)

CRITERIA	CORRESPONDING TEMPERATURE	COLORATION	
		PAINT MATERIAL N° 16-001 MATERIAL N° 16-018	PAINT MATERIAL N° 16-033 MATERIAL N° 16-034
1	– AMBIANT	– YELLOW	PALE YELLOW GREEN
	– 235°C/455°F	– BEIGE	PALE YELLOW GREEN
	– 275°C/527°F	– DARK BEIGE	GREEN YELLOW BROWN
2	– 300°C/572°F	– BROWN	BROWN
	– 325°C/617°F	– DARK BROWN BLACK	DARK BROWN BLACK

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Table of Coloration Changes
Figure 001

INSPECTION AFTER FLIGHT IN EXCESSIVE TURBULENCE OR IN EXCESS OF VMO/MMO

1. General
   Inspection is required following a flight crew report and/or information provided by the Flight Data Acquisition Unit.
2. Reason for the Job

R NOTE : Excessive turbulence is identified as turbulence that causes large,
R abrupt changes in altitude and/or attitude. It usually causes large
R variations in airspeed. Passengers and crew are moved violently
R against their seat belts and loose objects are moved around the
R aircraft.

A. A flight in excessive turbulence, which is defined as one where the normal flight maneuvering limits are exceeded i.e. greater than + 2.5g to - 1g
R clean or + 2g to - 0g flaps down, or

R B. A flight in excess of VMO, which is defined with Speed above VMO + 20 kts, or

C. A flight in excess of MMO, which is defined with MACH number above
R MMO + 0.02M, or

D. A flight in excess of VMO/MMO, which is defined with speed above VMO/MMO and with a load factor greater than 1.2g.

3. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms 2.6 m to 16.5 m (8 ft. 7 in. to 54 ft. 3 in.)
B.	Warning Notices
Referenced Procedures	
- 05-51-44, P. Block 1	Inspection After Flight with High Lateral Loads
- 05-56-00, P. Block 1	Leveling and Measurement after A/C Abnormal Operation
- 06-41-53, P. Block 1	Fuselage
- 06-41-54, P. Block 1	Nacelles and Pylons
- 24-41-00, P. Block 301	AC External Power Control
- 27-11-00, P. Block 501	Mechanical and Electrical Control (Aileron)
- 27-21-00, P. Block 501	Mechanical Control (Rudder)
- 27-31-00, P. Block 501	Mechanical Control and Pitch Uncoupling
- 27-41-00, P. Block 501	Mechanical Control (THS)
- 27-50-00, P. Block 301	Flaps
- 27-51-00, P. Block 501	Mechanical and Electrical Control (Flaps)
- 27-61-00, P. Block 501	Electrical and Mechanical Control (Spoilers and Speedbrakes)
- 27-81-00, P. Block 501	Mechanical and Electrical Controls (Slats)
- 28-10-00, P. Block 301	Storage
- 28-25-00, P. Block 301	Refuel/Defuel System

ITEM	DESIGNATION
- 29-10-00, P. Block 301	Main Hydraulic Power
- 78-31-00, P. Block 501	Thrust Reverser System Control

4. Procedure

A. Job Set-Up
(1)Make certain that landing gear ground safety locks are correctly installed.
(2)Extend flaps (Ref. 27-50-00, P. Block 301).
(3)Depressurize Green, Blue and Yellow hydraulic systems (Ref. 29-10-00, P. Block 301).
(4)De-energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(5)Display warning notices in flight compartment prohibiting operation of all systems.
(6)Position access platforms.
(7)Open access doors 312AR and 313AL (Ref. 06-41-53, P. Block 1).

B. Leveling and Measurement
(1)If structural damage has been evidenced during phase 2 inspection, carry out a full aircraft leveling and measurement check (Ref. 05-56-00, P. Block 1).

C. Inspection
NOTE : All inspections called for are visual unless otherwise specified in text.
Operators may, at their own discretion or at the direction of their airworthiness authority, use non-destructive test techniques in compliance with the aircraft non-destructive test manual (NTM).
Any work upon a system, as a result of the inspection for damage, that entails the disconnection or removal of components, pipes, ducts, cables, electrical connectors and mechanical linkages must be followed by a functional test of the system affected.

NOTE : If severe turbulence is experienced, there may also be high lateral loads in cases of AP disconnection, manual mode, rudder input... For high lateral loads, refer to the chapter "Inspection after Flight with high lateral loads" (Ref. 05-51-44, P. Block 1).

(1)Fuselage STA1764/FR26/32 to STA4817/FR92

	Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
	1	2	3	4	5	6	7	8
	1.		Fuselage STA1764/FR26 to STA3143/ FR55/58. External					
R R R R R R	A.		Inspect wing rear spar web to center wing box junction from the MLG bay and wing lower panel to fuselage external skin junction (keel beam angle) from outside, for distortion, cracks, pulled or torn fasteners or damaged paintwork.	X				
	B.		At FR54 and adjacent, inspect fuselage lower skin panel between stringers 5ORH and 5OLH for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				
			If damage found (Ref. A or B above): Proceed as follows.					
			(1)From STA1764/FR26 to STA2294/FR40/ 41 inspect, externally, skin panels, splicing and riveting for distor- tion, cracks, pulling, tearing and damaged paintwork.		X			
			If damage found:					
	2.		Fuselage STA1764/FR26 to STA3885/FR72. Internal					
	A.		Inspect, internally, frames, skin panel and stringer splicing, riveting and stringers for distortion, cracks, pulling, tearing and damaged paintwork.			X		
	B.		Remove forward cargo compartment floor panels and inspect floor support struc- ture for distortion, cracks, pulling and tearing of fasteners and damaged paintwork.		X			
	C.		At STA2294/FR40/41, inspect upper part of junction between stringers 18RH and 18LH for distortion, cracks, pulled or					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		torn fasteners and damaged paintwork.					
		External		X			
		If damage found					
		Internal			X		
D.		From STA2294/FR40/41 to STA2931/FR54, in main landing gear well, air conditioning compartment and upper fuselage section (external) inspect frames, skin panels, splices, stringers and riveting for distortion, cracks, pulling, tearing and damaged paintwork.		X			
		If damage found:					
		(1)Inspect upper fuselage section internally, frames, stringers, cleats and splices for distortion, cracks, pulled or torn fasteners and damaged paintwork.			X		
E.		At STA2241/FR39, inspect the lower angle of center vertical stiffener of pressure bulkhead for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
F.		At STA2931/FR54, inspect upper part of junction between stringers 13RH and 13LH for distortion, cracks, pulled or torn fasteners and damaged paintwork.					
		External		X			
		If damage found					
		Internal			X		
G.		From STA2931/FR54 to STA3143/FR55/58, inspect frames, skin panels, splices, stringers and riveting for distortion, cracks, pulling, tearing and damaged paintwork.					
		External		X			
		If damage found					
		Internal			X		

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
H.		Inspect emergency exit surround panel cut-out corners and riveting for distortion, cracks, pulling, tearing and damaged paintwork.					
		External		X			
		If damage found					
		Internal			X		
I.		Inspect bulk cargo compartment door hinge fittings for cracks, pulled or torn fasteners and damaged paintwork.		X			
J.		Inspect bulk cargo compartment door surround panel at cut-out corners and riveting for distortion, cracks, pulling, tearing and damaged paintwork.		X			
3.		Horizontal stabilizer cut-out STA4625/FR87 to STA4817/FR92. Internal					
A.		Inspect cut-out corners for cracks.	X				
		If damage found:					
		(1)Inspect upper and lower stringers on cut-out edges for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		NOTE : These inspections should be carried out in conjunction with horizontal stabilizer inspection.					

(2)Wings STA0/RIB1 to STA1868/RIB31

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Wing STA0/RIB1 to STA1434/Rib 23. External					
A.		Inspect skin panels and fasteners for distortion, cracks, pulling, tearing, damaged paintwork and fuel leakage.	X				
R		NOTE : Fuel leakage from flap track/attachment points indicates wing spar box primary structure damage which may not be visible externally.					
		If damage found:					
		(1)Defuel wing tanks (Ref. 28-25-00, P. Block 301) and ventilate (Ref. 28-10-00, P. Block 301).		X			
		(2)From STA0/RIB1 to STA1868/RIB31, inspect front spar, rear spar, rib skin panels and panel splices for distortion, cracks, pulled or torn fasteners and condition of sealant fillets.		X			
		(3)At STA67/RIB2 and STA1835/RIB30, inspect lower skin stringers on both sides of manholes for distortion and cracks.		X			
		(4)Inspect engine pylon attachment fittings on front spar and between Rib8 and Rib9 for distortion, cracks and pulled or torn fasteners.		X			
		(5)On front and rear spars, inspect ducts, lines, cables, pulleys, mechanical linkages, electrical looms and their mounts for distortion, cracks, rupture breaks and fluid leakage.		X			

(3)Pylon

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Pylon Assy					
A.		Inspect access doors 473AL (483AL), 474AR (484AR) (Ref. 06-41-54, P. Block 1) and their surround panels for distortion and cracks.	X				
		If damage found:					
		(1)Open engine cowlings and inspect main frame upper and lower longerons and gussets for distortion, cracks, pulled or torn fasteners.		X			
		(2)Inspect all ducts, lines, cables, pulleys, electrical looms and their mounts for distortion, cracks, rupture and fluid leakage.		X			

(4)Horizontal Stabilizer

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Horizontal stabilizer center box STA93/RIB3 LH to RH					
A.		Inspect upper and lower skin panels and actuator fittings, ribs and spar riveting for distortion, cracks, pulling, tearing and damaged paintwork.	X				
		If damage found:					
		(1)Inspect rear spar web on both sides of the pivot bearing fittings for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		(2)Inspect hydraulic lines, mechanical linkages, electrical looms and their mounts for distortion, cracks, rupture and fluid leakage.		X			

(5)Vertical Stabilizer

	Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
	1	2	3	4	5	6	7	8
R	1.		Spar Box					
R	A.		Inspect spar box externally for distortion, cracks, pulled or torn fasteners and damaged paintwork. If damage found: (1)Open access doors 311AZ and 311BZ (Ref. 06-41-53, P. Block 1) and inspect attachment fittings and their adjacent structure for distortion, cracks, pulled or torn fasteners and damaged paintwork. (2)Inspect front and rear spar webs for distortion, cracks, pulled or torn fasteners and damaged paintwork. (3)On rear spar, inspect hydraulic lines, mechanical linkages, electrical looms and their mounts for distortion, cracks, rupture and fluid leakage.	X	X X X			

D. Test Set-Up
(1)Remove warning notices from flight compartment.

E. Test

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		NOTE : The following tests are only applicable if the inspection has revealed damage on structure adjacent to a flight control surface, or cowl.					
1.		Carry out an operational test of ailerons and make certain that movement is full and free of fouling or binding (Ref. 27-11-00, P. Block 501).		X			
2.		Carry out an operational test of rudder and make certain that movement is full and free of fouling or binding (Ref. 27-21-00, P. Block 501).		X			
3.		Carry out an operational test of elevators and make certain that movement is full and free of fouling or binding (Ref. 27-31-00, P. Block 501).		X			
4.		Carry out an operational test of trimmable horizontal stabilizer and make certain that movement is full and free of fouling or binding (Ref. 27-41-00, P. Block 501).		X			
5.		Carry out an operational test of flaps and make certain that movement is full and free of fouling or binding (Ref. 27-51-00, P. Block 501).		X			
6.		Carry out an operational test of spoilers and speedbrakes and make certain that movement is full and free of fouling or binding (Ref. 27-61-00, P. Block 501).		X			
7.		Carry out an operational test of lift augmenting devices and make certain that movement is full and free of fouling or binding (Ref. 27-81-00, P.		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		Block 501).					
8.		Carry out an operational test of thrust reverser system and make certain that movement is full and free of fouling or binding (Ref. 78-31-00, P. Block 501).		X			

F. Close-Up
(1)Close access doors 312AR and 313AL.
(2)Remove access platforms.
(3)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment, all access equipment and miscellaneous items.

INSPECTION AFTER LIGHTNING STRIKE

WARNING : WEAR AND ATTACH A SAFETY HARNESS WHEN YOU WORK ON HIGH SECTIONS. A FALL CAN INJURE OR KILL YOU.

WARNING : PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR :
- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND THE RELATED DOORS
- COMPONENTS THAT MOVE.

1. General

R - Inspection after Lightning Strike for Quick Release up to 50 Flight Cycles.
R - Full Inspection after Lightning Strike.

R 2. Inspection after Lightning Strike for Quick Release up to 50 Flight Cycles

R This procedure allows A/C release after a limited examination. In all cases, a full inspection must be done within the next 50 Flight Cycles.

R A. General
R (1)Lightning
R (a)Lightning always has two or more attachment points (one entry and one exit) on the aircraft skin.
R (b)Lightning moves back along the surface of the aircraft (swept stroke zone). This can cause a chain of scattered attachment points along a line in the direction of travel of the aircraft.
R (c)Lightning hits some areas more frequently than others.
R (2)Lightning zones for Quick Release Inspection after Lightning Strike up to 50 Flight Cycles (Ref. Fig. 001, 002, 003)
R (Ref. Fig. 004, 005)
R (a)The aircraft is divided into four zones where lightning attachment is more frequent and for which the inspection is systematic:
R 1 Zone 1:
R - forward fuselage, from radome to FR38.2 and FR40/41(lower fuselage).
R 2 Zone 2:
R - nacelles, pylons and area between flap track 2 and 3.
R 3 Zone 3:
R - outboard wing (from wing tip to flap track 4).
R 4 Zone 4:
R - horizontal stabilizer, vertical stabilizer and fuselage tail cone.

R B. Inspection Preparation
R (1)Before you start, we recommend that you get information from the crew about the flight condition through the PFR.
R (2)All events reported by the crew must be checked in addition/conjunction with this inspection.

R C. Inspection Sequence
R (1)General

R (a)If there is damage on the composite parts (signs of impacts, damaged paintwork, abrasions, delamination or dents), you must do a detailed inspection of the related damaged area for delamination and internal damage. Refer to the Non-Destructive Testing Manual (NTM).
R (b)If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.
R (2)The inspections are divided into two phases:
R (a)Phase 1 inspections
R - The phase 1 inspections are general visual inspections for primary damage and signs of other related damage.
R For the vertical stabilizer only, you must use BINOCULARS-(7X50) and do the inspection for a platform at horizontal stabilizer height.
R Most of the phase 1 inspections are external.
R You must do all the phase 1 inspections
R - If you find damage during a phase 1 inspections and if there is reference to the phase 2 inspections, you must do the related phase 2 inspections.
R - If you find no damage during the phase 1 inspections, it is not necessary to do the phase 2 inspections.
R (b)Phase 2 inspections
R - The phase 2 inspections are more detailed and it can be necessary to remove components.
R Most of the phase 2 inspections are internal.

R D. Equipment and Materials

R ITEM	DESIGNATION
R A.	Adjustable Access Platform 10 m (33 ft.)
R B.	Cheery Picker 16 m (52.5 ft.)
R C.	Binoculars - (7x50)
R D.	Light Source - Adjustable Tower Floodlight 9000 Watts
R E.	Warning Notices
R Referenced Procedure	
R - 22-27-39, P. Block 401	Standby Alpha Probe
- 23-11-00, P. Block 501	HF System
- 23-12-00, P. Block 501	VHF System
- 23-60-00, P. Block 601	Static Discharging
- 24-41-00, P. Block 301	AC External Power Control
**ON A/C 101-200,	
- 25-65-00, P. Block 501	Miscellaneous Emergency Equipment
**ON A/C ALL	
- 27-14-00, P. Block 501	Hydraulic Action - Aileron

ITEM	DESIGNATION
- 27-14-12, P. Block 401	Servo Control - All Speed Aileron
- 27-24-00, P. Block 501	Hydraulic Actuation - Rudder
- 27-24-11, P. Block 401	Servo Control - Rudder
- 27-34-00, P. Block 501	Hydraulic Actuation - Elevator
- 27-34-11, P. Block 401	Servo Control - Elevator
- 27-44-00, P. Block 501	Hydraulic Actuation - THS
- 27-50-00, P. Block 301	Flaps
- 27-54-00, P. Block 501	Hydraulic Actuation and Power Transmission - Flaps
- 27-60-00, P. Block 301	Spoilers and Speedbrakes
- 27-64-00, P. Block 1	Hydraulic Actuation - Spoilers and Speedbrakes
- 27-80-00, P. Block 301	Lift Augmenting
- 27-84-00, P. Block 501	Hydraulic Actuation and Power Transmission - Slats
- 29-10-00, P. Block 301	Main Hydraulic Power
- 30-31-00, P. Block 501	Probe Ice Protection
- 30-42-00, P. Block 501	Windshield Panel Anti Icing and Defogging
- 30-71-00, P. Block 501	Drain Mast Ice Protection
**ON A/C 105-200,	
- 30-81-00, P. Block 501	Ice Detection
**ON A/C ALL	
- 31-51-00, P. Block 501	ECAM System
- 32-10-00, P. Block 601	Main Gear and Doors
- 32-12-11, P. Block 301	Door - Main Gear Main
- 32-20-00, P. Block 601	Nose Gear and Doors
- 32-22-11, P. Block 301	Door - Nose Gear Main
- 32-31-00, P. Block 501	Normal Extension and Retraction
- 32-42-00, P. Block 501	Normal Braking
- 32-43-00, P. Block 501	Alternate Braking
- 32-51-00, P. Block 501	Steering
- 32-61-00, P. Block 501	Indicating and Warning
- 33-41-00, P. Block 501	Navigation Lights
- 33-42-00, P. Block 501	Landing Lights
- 33-43-00, P. Block 501	Runway Trunoff Lights
- 33-41-00, P. Block 501	Lights Logo
- 33-48-00, P. Block 501	Anti-Collision Lighting
- 33-49-00, P. Block 501	Wing and Engine Scan Lightning
- 34-10-00, P. Block 501	Flight Environment Data
- 34-11-15, P. Block 601	Probe - Pitot
- 34-11-19, P. Block 401	Probe - Alpha
- 34-28-00, P. Block 501	Heading Information - Switching and Indicating
- 34-33-00, P. Block 501	Marker Beacon System
- 34-36-00, P. Block 501	ILS
- 34-41-00, P. Block 501	Weather Radar System

ITEM	DESIGNATION
- 34-41-11, P. Block 401	Antenna - Assembly Weather Radar
- 34-42-00, P. Block 501	Radio Altimeter
**ON A/C 005-200,	
- 34-44-00, P. Block 501	Traffic Collision Avoidance System
**ON A/C ALL	
- 34-48-00, P. Block 501	Ground Proximity Warning System
- 34-51-00, P. Block 501	DME
- 34-52-00, P. Block 501	ATC
- 34-53-00, P. Block 501	ADF
- 34-55-00, P. Block 501	VOR
- 49-00-00, P. Block 501	Airborne Auxiliary Power - General
- 53-10-61, P. Block 601	Radome
- 55-32-11, P. Block 401	Leading Edge - Vertical Stabilizer
- 55-34-11, P. Block 401	Tip - Vertical Stabilizer
- 56-11-11, P. Block 601	Windshield Panels
- 56-11-12, P. Block 601	Window Panels - Fixed Side
- 56-12-11, P. Block 601	Window Panels - Sliding Side
**ON A/C 001-100,	
- 73-23-00, P. Block 501	Power Management Control
- 78-31-00, P. Block 501	Thrust Reverser System
**ON A/C 101-200,	
- 73-38-00, P. Block 501	FADEC System Indicating
- 78-32-11, P. Block 501	Thrust Reverser Translating Sleeves
**ON A/C ALL	

E. Job Set-up
(1)Safety Precautions
(a)Make sure that the safety devices are installed on the landing gears.
(2)Aircraft Maintenance Configuration
(a)Connect electrical ground power unit and energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(b)Open the MLG doors and install the safety devices (Ref. 32-12-11, P. Block 301).
(c)Open the NLG doors and install the safety devices (Ref. 32-22-11, P. Block 301).
(d)Extend the flaps (Ref. 27-50-00, P. Block 301).
(e)Extend the slats (Ref. 27-80-00, P. Block 301).
(f)Extend the spoilers and the speed brakes (Ref. 27-60-00, P. Block 301).

R (g)Display the warning notices in the flight compartment prohibiting operational use of the flap and slat systems.
R (h)Depressurize Green hydraulic system and disconnect hydraulic ground power cart.
R (j)De-energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
R (k)Put the adjustable access platform in position.
R (3)Calibration for Binocular examinations.
R (a)Before the examination, make sure that the type of BINOCULARS-(7X50) and the LIGHT SOURCE - ADJUSTABLE TOWER FLOODLIGHT 9000 WATTS are satisfactory for the task.
R You must do these actions first:
R 1 Point the LIGHT SOURCE - ADJUSTABLE TOWER FLOODLIGHT 9000 WATTS to the upper area of the vertical stabilizer (minimum 60 LUX, measured on the surface of the aircraft).
R 2 With the BINOCULARS-(7X50) make sure that you can see the rivet line between the fin cap and vertical-stabilizer box interface from the ground when you are between flap track 4 to 5.
R - If you can clearly see the rivet line, the conditions are satisfactory to examine the aircraft.

R F. Inspection Procedure

R (1)Inspection Phase 1
R (a)Inspection of the forward fuselage (Zone 1)
R (Ref. Fig. 001, 002)

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		Inspection of the Fuselage Skin					
A.		Examine visually the fuselage skin for burn marks, change of color and disruption of the surface. (1) If the longest distance (X) between two impacts in zone 1 is greater than the distance (Y) between the last impact and FR38.2, you must continue the inspection by the distance (X) aft from the last impact. - If you find damage, continue the inspection by the distance (X) aft from the last detected impact.	X				
2.		Inspection of the Radome					
A.		Examine visually the radome external	X				

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
		skin and the lightning diverters for burn marks, change of color, puncturing and other damage.					
3.		Inspection of the Windshield, Fixed Windows, Sliding Windows and Window Frames					
A.		Examine visually the windshield, the fixed windows, the sliding windows and the window frames for burn marks, change of color and disruption of the surface.	X				
4.		Inspection of all Communication and Navigation Antennas and the Adjacent Area					
A.		Examine carefully all the communication and navigation antennas and the adjacent area for burn marks, change of color, puncturing and delamination.	X				
5.		Inspection of all the Probes, Sensors, Drain Masts and Adjacent Area.					
A.		Examine all the probes, sensors, drain masts and adjacent area for burn marks and change of color.	X				
6.		Inspection of all the Exterior Lights and Adjacent Area					
A.		Examine all exterior lights and adjacent area for burn marks and other damage.	X				
7.		Inspection of the Nose and Main Landing Gear Doors					
A.		Examine the skin and all the NLG and MLG Doors for burn marks, change of color, puncturing and delamination.	X				
8.		Inspection of the Nose and the Main Landing Gears					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
		NOTE : Do these checks if the lightning strike occured: - when the LG was extended and locked down, - during the extension of the LG and when you find a through hole during the inspection of the landing gear doors.					
A.		Examine the NLG and the MLG for burn marks, change of color and puncturing.	X				
B.		Examine the landing gear structure, the shock absorber, the components, the electrical parts and the hydraulic pipes for burn marks, change of color and other damage.	X				
9.		Inspection of the Wing-to-fuselage Fairing					
A.		Examine the wing-to-fuselage fairings for burn marks, change of color, puncturing and delamination. (1) If the longest distance (X) between two impacts in zone 1 is greater than the distance (Y) between the last impact and FR40/41, you must continue the inspection by the distance (X) aft from the last impact. - If you find damage, continue the inspection by the distance (X) aft from the last detected impact.	X				
B.		Examine fairing screws and fasteners for burn marks.	X				

(b)Inspection of the engine nacelles and pylons (Zone 2)
(Ref. Fig. 003)

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		Examine each air intake, inlet cowl, thrust reverser, exhaust nozzle and the pylon for burn marks, change of color, puncturing and delamination.	X				

(c)Inspection of the outboard wing, from wing tip to flap track 4 (Zone 3) (Ref. Fig. 004)

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		Examine the wing leading edge for burn marks, change of color, puncturing and delamination.	X				
2.		Examine the wing slats for burn marks, change of color and puncturing.	X				
3.		Examine the wing tip for burn marks, change of color, puncturing and other damage.	X				
4.		Examine the lights of the wing tip for burn marks, change of color, puncturing and other damage.	X				
5.		Examine all the static dischargers for burn marks, damage tip and breakage.	X				
6.		Examine the wing trailing edge from the wing tip to the inboard aileron for burn marks, change of color and puncturing.	X				

(d)Inspection of the rear section of the aircraft (vertical stabi-, -lizer horizontal stabilizer and rear fuselage) (Zone 4) (Ref. Fig. 005, 006)

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		Examination of the Vertical Stabilizer with BINOCULARS-(7X50) (Refer to Figure 006 for the position of platforms)					
A.		Examine all the static dischargers for burn marks, damaged tip and breakage.	X				
B.		Examine the skin of the vertical stabilizer and the rudder (specially the leading and the trailing edges, the rudder surface in the hinge area and the antenna fairings), the fin tip cap, the fin and rudder tip cap lightning diverters for burn marks, change of color, puncturing and other damage.	X				
2.		Inspection of the Horizontal Stabilizer					
A.		Examine all the static dischargers for burn marks, damaged tip and breakage.	X				
B.		Examine the skin of the horizontal stabilizer and elevators (specially the leading and the trailing edges, the elevator surface in the hinge area and the tip) for burn marks, change of color, puncturing and other damage.	X				
3.		Inspection of the APU Exhaust					
A.		Examine the APU exhaust for burn marks and change of color.	X				

(e)Inspection of the ECAM

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		Do a test of the SDAC (Ref. 31-51-00, P. Block 501).	X				

R (2)Inspection Phase 2
R (a)Check after damage on the forward fuselage (Zone 1)
R NOTE : If there is damage to the aircraft structure, refer to the
R Structural Repair Manual (SRM). The SRM has the approved damage
R limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
A.		If you find damage during the inspection:					
		(1) Refer to the flow chart for the allowable damage and repair (Ref. SRM).		X			
		(2) If you find a through hole:		X			
		(a) Examine internally the adjacent area of the damage, specially the components, the pipes and the electrical looms for damage. If you find damage: - Repair or replace the related component.			X		

R (b)Check after damage on the radome (Zone 1)

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
A.		If you find damage on the radome external skin:					
		(1) Do the detailed inspection of the radome (Ref. 53-10-61, P. Block 601).		X			
B.		If you find damage on the lighting arrester:					
		(1) Do the detailed inspection of the radome (Ref. 53-10-61, P. Block 601).		X			
C.		If you find a through hole on the radome:					
		(1) Examine the weather radar and the WR antenna drive for burn marks, pitting and other damage. If you find damage:			X		

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
		(a) If you find damage on the flat plate antenna, replace it (Ref. 34-41-11, P. Block 401).			X		
		(b) Do the operational test and the system test of the weather radar (Ref. 34-41-00, P. Block 501).			X		
		(2) Examine the localizer antenna and/or the glide/slope antenna for damage. If you find damage on the localizer antenna, replace it (Ref. 34-36-11, P. Block 401). If you find damage on the glide/slope antenna, replace it (Ref. 34-36-41, P. Block 401).			X		

(c)Check after damage on the windshield, fixed windows, sliding windows and the window frames (Zone 1)

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		If you find damage during the inspection:					
		(1) Do the inspection of the related component: - for the windshield (Ref. 56-11-11, P. Block 601) - for the fixed windows (Ref. 56-11-12, P. Block 601) - for the sliding windows (Ref. 56-12-11, P. Block 601).		X			
		(2) Do the operational test of the windshield anti-icing and defogging (Ref. 30-42-00, P. Block 501).		X			
		(3) Do the operational test of the standby compass (Ref. 34-28-00, P. Block 501).		X			

R (d)Check after Damage on the Probes, Sensors, Drain masts and adjacent area

R NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		Pitot probes					
A.		If you find damage during the inspection:					
		(1) Do the inspection/check of the pitot probes (Ref. 34-11-15, P. Block 601).		X			
		(2) If you find damage on the adjacent area:					
		- Refer to the allowable damage and repair (Ref. SRM).		X			
2.		Static probes					
A.		If you find damage during the inspection:					
		(1) Refer to the allowable damage and repair (Ref. SRM).		X			
3.		TAT sensors					
A.		If you find damage during the inspection:					
		(1) Do the total air temperature test (Ref. 34-10-00, P. Block 501).		X			
		(2) If you find damage on the adjacent area:					
		- Refer to the allowable damage and repair (Ref. SRM).		X			
4.		ALPHA probes					
A.		If you find damage during the inspection:					
		(1) Do the ALPHA probes test (Ref. 34-10-00, P. Block 501).		X			
		(2) Manually rotate the ALPHA probes to the full up position, then to the full down position and make sure that there is no		X			

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
		hard point. If you find a hard point : - Replace the related ALPHA probe (Ref. 34-11-19, P. Block 401) (Ref. 22-27-39, P. Block 401). (3) If you find damage on the adjacent area: - Refer to the allowable damage and repair (Ref. SRM).			X		
5.		If you find damage on ALPHA, TAT, static or pitot probes:					
A.		Do the operational test of the probe ice protection system (Ref. 30-31-00, P. Block 501). (1) Do the ADS switching test (Ref. 34-10-00, P. Block 501).		X			
6.		Drain Masts					
A.		If you find damage during the inspection: (1) Do the operational test of the drain mast ice protection (Ref. 30-71-00, P. Block 501).		X			

(e)Check after damage on the wing-to-fuselage fairings

NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		If you find damage during the inspection:					
A.		Refer to the allowable damage and repair (Ref. SRM). (1) If you find a through hole: (a) Get internal access and		X			

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
		examine the adjacent and underneath area to do a check of all the components (pipes, items of equipment, electrical harnesses...) for damage. If you find damage: - Replace or repair the related component.			X		

(f)Check after Damage on the Nose and/or Main Landing Gear Doors

NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		If you find damage during the inspection:					
A.		Refer to the allowable damage and repair (Ref. SRM).		X			
		(1) If you find a through hole:		X			
		- Examine internally the adjacent and underneath area including all the components (pipes, items of equipment, electrical harnesses...) for damage. If you find damage :					
		- Replace or repair the related component.		X			
2.		If you find damage on the electrical bonding leads during the inspection:					
A.		Replace the electrical bonding lead and/or the defective attachment.		X			

(g)Check after damage on the nose and/or main landing gear

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		If you find damage on the landing gear during the inspection:					
A.		Do the inspection of the landing gear:					
		(1) For the NLG: (Ref. 32-20-00, P. Block 601).		X			
		(2) For the MLG: (Ref. 32-10-00, P. Block 601).		X			
B.		Do an operational test of landing gear extension and retraction (Ref. 32-31-00, P. Block 501).		X			
C.		Do an operational test of indicating and warning system (Ref. 32-61-00, P. Block 501).		X			
D.		Do an operational test of the normal and alternate braking (Ref. 32-42-00, P. Block 501) (Ref. 32-43-00, P. Block 501).		X			
E.		Do an operational test of the steering system (Ref. 32-51-00, P. Block 501).		X			
2.		If you find damage on the components attached to the landing gear:					
A.		Examine the electrical components internally as necessary.		X			
B.		Repair and replace the mechanical and hydraulic components as necessary.		X			

(h)Check after damage on the communication antennas

NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.
(Ref. Fig. 007)

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		If you find damage on one or more antennas, do an inspection of the structure up to 1 m (3.28 ft.) radius aft of the antenna. If the longest distance (X) between two impacts is greater than the distance (Y) between the last impact and a 1 m (3.28 ft.) radius aft of the antenna , you must continue the inspection by the distance (X) aft from the last impact. Do again the inspection in the aft direction until you find no other damage.		X			
2.		VHF antennas					
A.		If you find cracks or if you find burn mark with a mark greater than 5 mm (0.2 in.) diameter replace the antenna (Ref. 23-12-11, P. Block 401).		X			
B.		If the burn mark is equal to or smaller than 5 mm (0.2 in.) diameter, do the operational test of the VHF antenna (Ref. 23-12-00, P. Block 501).		X			
C.		If the operational test is OK, you must replace the radar antenna in a number of cycles equal to or less than 50 FC.		X			
3.		HF fairing					
A.		If you find damage on the HF fairing: - Refer to the allowable damage and repair (Ref. SRM).		X			
B.		If you find a through hole on the HF fairing during the inspection: (1) Remove the HF fairing (Ref. 55-32-11, P. Block 401). (2) Examine the HF antenna and the feeder for signs of arc attachment. - If you find damage, do the operational test of the HF system		X X	X		

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
		(Ref. 23-11-00, P. Block 501).					
C.		If the operational test is OK, you must replace the radar antenna or the feeder in a number of cycles equal to or less than 50 FC.		X			

(j)Check after damage on the navigation antennas

NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		DME antennas					
A.		If you find damage, do the functional test of the DME (Ref. 34-51-00, P. Block 501).		X			
B.		If the functional test is OK, you must replace the antenna in a number of cycles equal to or less than 50 FC.		X			
2.		Radio altimeter antennas					
A.		If you find damage on the antennas, replace them (Ref. 34-42-11, P. Block 401).		X			
B.		If you find damage on fasteners then do a BITE test (Ref. 34-42-00, P. Block 501).		X			
C.		If the test is OK, you must replace the antenna in a number of cycles equal to or less than 50 FC.		X			
3.		ADF antenna(s)					
A.		If you find damage, do an operational of the ADF (Ref. 34-53-00, P. Block 501).		X			
B.		If the test is OK, you must replace the antenna in a number of cycles equal to or less than 50 FC.		X			

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
4.		ATC antenna(s)					
A.		If you find damage, do the BITE test of the ATC (Ref. 34-52-00, P. Block 501).		X			

**ON A/C 005-200,

5.		TCAS antennas					
A.		If you find damage, do the BITE test of the TCAS (Ref. 34-44-00, P. Block 501).		X			
B.		If the test is OK, you must replace the antenna in a number of cycles equal to or less than 50 FC.		X			

**ON A/C ALL

6.		Not applicable					
7.		VOR antennas					
A.		If you find damage on the fin tip cap (VOR fairing): - Refer to the allowable damage and repair (Ref. SRM).		X			
		If you find a through hole on the fin tip cap: - Remove the fin tip cap (Ref. 55-34-11, P. Block 401). - Examine the VOR antenna for signs of arc attachment. - Do the operational test of the VOR system (Ref. 34-55-00, P. Block 501).		X X X			
B.		If you find damage on the VOR antenna: - Do the operational test of the VOR system (Ref. 34-55-00, P. Block 501).		X			
C.		If the test is OK, you must replace the antenna in a number of cycles equal to or less than 50 FC.		X			

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
8.		MKR antennas					
A.		If you find damage on the MKR antenna: - Do the operational test of the MKR system (Ref. 34-33-00, P. Block 501).		X			
B.		If the test is OK, you must replace the antenna in a number of cycles equal to or less than 50 FC.		X			
9.		GPWS system					
A.		If you find damage on the radio altimeter antennas and/or IL antennas (glide and/or localizer): - Do the operational test of the GPWS (Ref. 34-48-00, P. Block 501).		X			

(k)Check after damage on the outboard wings (Zone 3)

NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		If you find damage on the leading edge or the wing tip:					
A.		Examine the wing upper and lower panels between the leading edge and the trailing edge from the wing tip to the flap track 4.		X			
2.		If you find damage on the wing leading edge:					
A.		Refer to the allowable damage and repair (Ref. SRM).		X			
3.		If you find damage on the slats:					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
A.		Refer to allowable damage and repair (Ref. SRM).		X			
		- Do the operational test of the slats (Ref. 27-84-00, P. Block 501).			X		
4.		If you find damage on the ailerons:					
A.		Refer to the allowable damage and repair (Ref. SRM).		X			
		- Examine all the bonding leads of the aileron hinges and servocontrols of the related damaged aileron for breakage and defective attachment.		X			
		- If you find damage: . Replace the bonding lead and/or the defective attachment.			X		
		- Examine the piston rod and the hydraulic connections of each servocontrol (it must be fully extended) of the related damaged aileron for damage and leaks.					
		- If you find a leak or damage: . Replace the related aileron servocontrol (as applicable) (Ref. 27-14-12, P. Block 401).			X		
		- Do the operational test of the ailerons (Ref. 27-14-00, P. Block 501).		X			
5.		If you find damage on the flap track fairings or flaps:					
A.		Refer to the allowable damage and repair (Ref. SRM).		X			
		- Examine the bonding leads (on the hinges) of the related damaged flap for breakage and defective attachment.		X			
		- If you find damage: . Replace the bonding lead and/or the defective attachment.			X		
B.		Do the operational test of the flaps (Ref. 27-54-00, P. Block 501).		X			

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
6.		If you find damage on the flap track fairings or the flaps:					
A.		Refer to the allowable damage and repair (Ref. SRM).		X			
		- Examine the bonding leads (on the hinges) of the related damaged flap for breakage and defective attachment.		X			
		. If you find damage: Replace the bonding lead and/or the defective attachment.			X		
B.		Do the operational test of the flaps (Ref. 27-54-00, P. Block 501).		X			
7.		If you find damage on the spoilers :					
A.		Refer to the allowable damage and repair (Ref. SRM).		X			
		- Examine the bonding leads (on the hinges) of the related damaged spoiler for breakage and defective attachment.		X			
		. If you find damage: Replace the bonding lead and/or the defective attachment.			X		
		- Examine the piston rod and the hydraulic connections of each servocontrol (it must be fully extended) of the related damaged spoiler for damage and leaks.					
		If you find a leak or damage:					
		- Replace the related spoiler servocontrol (as applicable).			X		
		- Do the operational test of the spoilers (Ref. 27-64-00, P. Block 1).		X			
8.		If you find damage on the anti-collision/strobe:					
A.		Do the operational test (Ref. 33-48-00, P. Block 501).					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
9.		If you find damage on the static dischargers of the wing:					
A.		Do a check of the related static discharger (Ref. 23-60-00, P. Block 601). NOTE : (Ref. CDL 6.01.23 P01): - 2 static dischargers can be missing or defective on each wing.		X			

(l)Check after damage on the engine nacelles and pylons

NOTE : If there is damage to the aircraft structure, refer to the allowable damage and repair (Refer to the applicable nacelle SRM).

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		If you find damage on the air intake, inlet cowl, the fan cowl, the thrust reverser, exhaust nozzle or the pylon:					
A.		Refer to the allowable damage and repair (Ref. SRM). - Examine the wing upper and lower surfaces including slats, flaps and spoilers. The width of the area you must examine is at least the same as the width of the nacelle. If you find damage, refer to the allowable damage and repair (Ref. SRM). - If you find damage on the thrust reverser:					
		(1) Do an operational test of the		X			

**ON A/C 001-100,

		(Ref. 78-31-00, P. Block 501).					

R **ON A/C 101-200,

R | | | (Ref. 78-32-11, P. Block 501). | | | | | |

R **ON A/C 001-100,

R | B. | | Do a Operational test of the PMC | | X | | | |
R | | | (Ref. 73-23-00, P. Block 501). | | | | | |

R **ON A/C 101-200,

R | B. | | Do a BITE test of the FADEC | | X | | | |
R | | | (Ref. 73-38-00, P. Block 501). | | | | | |

R **ON A/C ALL

R ---

R (m)Check after damage on the stabilizers
R NOTE : If there is damage to the aircraft structure, refer to the
R Structural Repair Manual (SRM). The SRM has the approved damage
R limits and repair procedures.

R ---

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		If you find damage during the inspection on the skin of the vertical stabilizer and the rudder or their tips:					
A.		Refer to the allowable damage and repair (Ref. SRM).		X			
B.		Examine all the electrical bonding leads of the rudder hinges and servocontrols for breakage and defective attachment. If you find damage:		X			
		- Replace the electrical bonding lead and/or the defective attachment.			X		
C.		Examine the piston rod and the hydraulic connections of each rudder servocontrol of the related damaged rudder for damage and leaks. If you find a leak or damage:		X			
		- Replace the related rudder			X		

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
		servocontrol (Ref. 27-24-11, P. Block 401).					
2.		If you find damage during the inspection of the horizontal stabilizer and elevators :					
A.		Refer to the allowable damage and repair (Ref. SRM).		X			
B.		Examine all the electrical bonding leads of the elevator hinges and servocontrols of the related damaged elevator for breakage and defective attachment. If you find damage: - Replace the electrical bonding lead and/or the defective attachment.		X	X		
C.		Examine the piston rod and the hydraulic connections of each elevator servocontrol (it must be fully extended) of the related damaged elevator for damage and leaks. If you find a leak or damage: - Replace the related elevator servocontrol (Ref. 27-34-11, P. Block 401).		X	X		
D.		Examine the screwjack of the THS actuator for the THS deflection, which must be in full A/C nose up position (10 degrees THS): - Burn marks, damage. If you find damage, replace the THS actuator (Ref. 27-44-11, P. Block 401).		X	X		
3.		If you find damage on the static dischargers of the vertical and horizontal stabilizer:					
A.		Do a check of the related static discharger (Ref. 23-60-00, P. Block 601).		X			

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
		NOTE : (Ref. CDL 6.01.23 P01): - 1 static discharger can be missing or defective on the vertical stabilizer tip zone (including the rudder). - 1 static discharger can be missing or defective on each horizontal stabilizer tip zone (including the elevator).					

(m)Check after damage on the APU exhaust

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF FIG
1	2	3	4	5	6	7	8
1.		If you find damage on the APU exhaust during the inspection:					
A.		Do the operational test of the APU (Ref. 49-00-00, P. Block 501).		X			

G. Close-Up
(1)Close access
(a)Close the access doors and panels opened during the inspection.
(b)Close the nose gear doors (Ref. 32-22-11, P. Block 301).
(c)Close the main gear doors (Ref. 32-12-11, P. Block 301).
(d)Make sure that the work area is clean and clear of tool(s) and other items.
(e)Remove the access platform(s).
(f)Remove the warning notice(s).

3. Full Inspection after Lightning Strike

A. General
(1)Lightning
(a)Lightning always has two or more attachment points (one entry and one exit) on the aircraft skin.
(b)Lightning moves back along the surface of the aircraft (swept stroke zone). This can cause a chain of scattered attachment points along a line in the direction of travel of the aircraft.

R (c)Lightning hits some areas more frequently than others.
R (2)Lightning zones (Ref. Fig. 008) for Full Inspection after Lightning Strike
R (a)The aircraft is divided into three zones related to the probability of lightning strike:
R 1 Zone 1:
R - surfaces where there is a high probability of initial lightning attachment (entry or exit).
R 2 Zone 2:
R - surfaces where there is a high probability of a "swept stroke zone". The lightning strike has its initial point of attachment in Zone 1 and moves into Zone 2.
R 3 Zone 3:
R - this zone includes all of the aircraft surfaces that are not in Zones 1 and 2. In Zone 3 there is a low probability of attachment of a lightning strike. However, high lightning currents can go through Zone 3 by direct conduction between 2 attachment points. Zone 3 currents will also go into Zones 1 and 2.
R (b)Zones 1 and 2 are divided into A and B areas related to the probability of continued attachment of the arc (hang on).
R The probability of arc hang on is low in A areas and high in B areas.
R 1 Zone 1A:
R - area where there is a high probability of initial attachment and low probability of arc hang on, such as the forward-mounted pitot probes, the radome diverter strips and the nacelle leading edges.
R 2 Zone 1B:
R - area where there is a high probability of initial attachment and high probability of arc hang on, such as the wing, stabilizers and fin tips and some trailing edge areas.
R 3 Zone 2A:
R - a swept stroke zone with low probability of arc hang on, such as mid-chord regions of the wing surface, aft of an engine and the total fuselage surface.
R 4 Zone 2B:
R - a swept stroke zone with high probability of arc hang on, such as the wing trailing edge aft of Zone 2A.
R (3)Effects on the aircraft structure and systems.
R There are two types of possible risks to the aircraft:
R - indirect effects
R - direct effects.
R (a)Indirect effects
R 1 Electromagnetic fields:
R - the electromagnetic fields related to the lightning attachment can cause unwanted transient voltages and currents in the aircraft wiring and systems.
R In some conditions (low intensity strike, high protection), the effect on the systems can be temporary and the systems can operate correctly again after the strike.
R In other conditions (low protection, no circuit protection devices), the damage can be permanent and it will be necessary to replace parts.

R (b)Direct effects
R The direct effects are the physical damage related to signs such as :
R 1 Pitting/meltthrough:
R - this is the action of the electrical arc formed when a lightning stroke attaches to the aircraft (arc root damage at the attachment points or damage caused by current flow which can appear also far from the attachment points).
R - signs of a lightning attachment are pitting and scorch marks and paint discoloration.
R On composite components, in addition to paint discoloration and skin puncturing, some delamination of the fibers can occur. If there is skin puncturing, there can be damage to the grounded equipment below composite material fairings.
R - you must always compare the damage you find with the limits given in the Structural Repair Manual (SRM).
R 2 Magnetic force:
R - the damage usually occurs where a small area causes the density of the current to be high (e.g. a bonding lead installed at a control surface hinge).
R 3 Resistive heating:
R - when lightning currents flow through an aircraft structure, energy is changed to heat along its path.
R - resistive heating usually causes marks of the weld type, specially where the lightning current flows for some time.
R 4 Acoustic shock wave:
R - When a lightning strike occurs there is an acoustic shock wave. If the intensity of this shock wave is high, it can cause deformation of thin metal skins or rupture of thin composite skins.
R (4)Inspection requirements:
R (a)Aircraft are designed to keep the effects of lightning to a minimum and make sure it can continue its flight and land safely after a lightning attachment.
R (b)It is not possible to accurately know where the attachment will occur but Zone 1 and Zone 2 show the most probable areas of lightning attachment.
R (c)Lightning strikes do not always give the same quantity of damage. The quantity of damage comes from the intensity of the lightning strike.
R (d)Therefore, it is necessary to do a full inspection after a lightning strike to make an estimate of the damage and make sure that the aircraft can, as a minimum, continue service in a Master Minimum Equipment List (MMEL) condition.
R The inspection after a lightning strike refers to:
R - the type of the system (critical/essential) to specify the tests that are necessary
R - the requirements of the MMEL
R NOTE : Critical function:
R If a critical function fails, it can result in a failure condition that can prevent continued safe flight and landing of the aircraft.
R Essential function:

R If an essential function fails, it can result in a failure
R condition which can have an effect on:
R - the performance of the aircraft
R - or the ability of the flight crew to fly the aircraft in the
R adverse conditions.

R B. Inspection Preparation
R (1)Before you start, we recommended that you get information from the crew
R about the flight condition, through the PFR.
R (2)All events reported by the crew must be checked in addition/conjunction
R with this inspection.

R C. Inspection Sequence
R (1)General
R (a)If there is damage on the composite parts (signs of impact, damaged
R paintwork, abrasions, delamination or dents), you must do a detailed
R inspection of the related damaged area for delamination and internal
R damage. Refer to Non-Destructive Testing Manual (NTM).
R (b)If there is damage to the aircraft structure, refer to the Structural
R Repair Manual (SRM). The SRM has the approved damage limits and repair
R procedures.

R D. Equipment and Materials

ITEM	DESIGNATION
A.	Adjustable Access Platform 16 m (52.5 ft.)
B.	Warning Notices
Referenced Procedures	
- 22-27-39, P. Block 401	Standby Alpha Probe
- 23-11-00, P. Block 501	HF System
- 23-12-00, P. Block 501	VHF System
- 23-60-00, P. Block 601	Static Discharging
- 24-41-00, P. Block 301	AC External Power Control
**ON A/C 101-200,	
- 25-65-00, P. Block 501	Miscellaneous Emergency Equipment
**ON A/C ALL	
- 27-14-00, P. Block 501	Hydraulic Action - Aileron
- 27-14-12, P. Block 401	Servo Control - All Speed Aileron
- 27-24-00, P. Block 501	Hydraulic Actuation - Rudder
- 27-24-11, P. Block 401	Servo Control - Rudder
- 27-34-00, P. Block 501	Hydraulic Actuation - Elevator
- 27-34-11, P. Block 401	Servo Control - Elevator
- 27-44-00, P. Block 501	Hydraulic Actuation - THS
- 27-50-00, P. Block 301	Flaps
- 27-54-00, P. Block 501	Hydraulic Actuation and Power Transmission - Flaps
- 27-60-00, P. Block 301	Spoilers and Speedbrakes

ITEM	DESIGNATION
- 27-64-00, P. Block 1	Hydraulic Actuation - Spoilers and Speedbrakes
- 27-80-00, P. Block 301	Lift Augmenting
- 27-84-00, P. Block 501	Hydraulic Actuation and Power Transmission - Slats
- 29-10-00, P. Block 301	Main Hydraulic Power
- 30-31-00, P. Block 501	Probe Ice Protection
- 30-42-00, P. Block 501	Windshield Panel Anti Icing and Defogging
- 30-71-00, P. Block 501	Drain Mast Ice Protection
**ON A/C 105-200,	
- 30-81-00, P. Block 501	Ice Detection
**ON A/C ALL	
- 31-51-00, P. Block 501	ECAM System
- 32-10-00, P. Block 601	Main Gear and Doors
- 32-12-11, P. Block 301	Door - Main Gear Main
- 32-20-00, P. Block 601	Nose Gear and Doors
- 32-22-11, P. Block 301	Door - Nose Gear Main
- 32-31-00, P. Block 501	Normal Extension and Retraction
- 32-42-00, P. Block 501	Normal Braking
- 32-43-00, P. Block 501	Alternate Braking
- 32-51-00, P. Block 501	Steering
- 32-61-00, P. Block 501	Indicating and Warning
- 33-41-00, P. Block 501	Navigation Lights
- 33-42-00, P. Block 501	Landing Lights
- 33-43-00, P. Block 501	Runway Trunoff Lights
- 33-41-00, P. Block 501	Lights Logo
- 33-48-00, P. Block 501	Anti-Collision Lighting
- 33-49-00, P. Block 501	Wing and Engine Scan Lightning
- 34-10-00, P. Block 501	Flight Environment Data
- 34-11-15, P. Block 601	Probe - Pitot
- 34-11-19, P. Block 401	Probe - Alpha
- 34-28-00, P. Block 501	Heading Information - Switching and Indicating
- 34-33-00, P. Block 501	Marker Beacon System
- 34-36-00, P. Block 501	ILS
- 34-41-00, P. Block 501	Weather Radar System
- 34-41-11, P. Block 401	Antenna - Assembly Weather Radar
- 34-42-00, P. Block 501	Radio Altimeter
- 34-44-00, P. Block 501	Traffic Collision Avoidance System
- 34-48-00, P. Block 501	Ground Proximity Warning System
- 34-51-00, P. Block 501	DME
- 34-52-00, P. Block 501	ATC
- 34-53-00, P. Block 501	ADF
- 34-55-00, P. Block 501	VOR
- 49-00-00, P. Block 501	Airborne Auxiliary Power - General

ITEM	DESIGNATION
- 53-10-61, P. Block 601	Radome
- 55-32-11, P. Block 401	Leading Edge - Vertical Stabilizer
- 55-34-11, P. Block 401	Tip - Vertical Stabilizer
- 56-11-11, P. Block 601	Windshield Panels
- 56-11-12, P. Block 601	Window Panels - Fixed Side
- 56-12-11, P. Block 601	Window Panels - Sliding Side

**ON A/C 001-100,

- 73-23-00, P. Block 501	Power Management Control
- 78-31-00, P. Block 501	Thrust Reverser System

**ON A/C 101-200,

- 73-38-00, P. Block 501	FADEC System Indicating
- 78-32-11, P. Block 501	Thrust Reverser Translating Sleeves

**ON A/C ALL

E. Job Set-up
(1)Safety Precautions
(a)Make sure that the safety devices are installed on the landing gears.
(2)Aircraft Maintenance Configuration
(a)Connect electrical ground power unit and energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(b)Open the MLG doors and install the safety devices (Ref. 32-12-11, P. Block 301).
(c)Open the NLG doors and install the safety devices (Ref. 32-22-11, P. Block 301).
(d)Extend the flaps (Ref. 27-50-00, P. Block 301).
(e)Extend the slats (Ref. 27-80-00, P. Block 301).
(f)Extend the spoilers and the speed brakes (Ref. 27-60-00, P. Block 301).
(g)Display the warning notices in the flight compartment prohibiting operational use of the flap and slat systems.
(h)Depressurize Green hydraulic system and disconnect hydraulic ground power cart.
(j)De-energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(k)Put the adjustable access platform in position.

F. Inspection after Lightning Strike
(1)Inspection of the total surface of the aircraft.
(Ref. Fig. 009)
NOTE : All the necessary inspections are visual unless the text gives other instructions.
Operators can refer to the Non-destructive Testing Manual (NTM) and use non-destructive procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
1.		Inspection of the Radome					
A.		Examine visually the radome external skin and the lightning diverters for burn marks, change of color, puncturing and other damage.	X				
B.		Examine the access door 121AL (glide/ slope antenna access) for burn marks, puncturing and other damage.	X				
2.		Inspection of the Windshield, Fixed Windows, Sliding Windows and Window Frames.					
A.		Examine visually the windshield, fixed windows, sliding windows and the window frames for burn marks, change of color and other damage.	X				
3.		Inspection of the Nose and Main Landing Gear Doors.					
A.		Examine the skin of the nose and the main landing gear doors for burn marks, change of color, puncturing and delamination.	X				
B.		Examine the electrical bonding leads for breakage and defective attachment.	X				
4.		Inspection of the Nose and the Main Landing Gears.					
		NOTE : Do these checks if the lightning strike occurred. - when the LG was extended and locked down, - during the extension of the LG and when you find a through hole during the inspection of the landing gears doors.					
A.		Examine the nose landing gear and the main landing gear: (1) Examine the LG structure and the	X				

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		points where it is attached for change of color, burn marks and other damage.					
		(2) Examine the shock absorber for change of color and burn marks.					
		(3) Examine all the components attached to the landing gear and fully examine the electrical looms and components for a change of color and burn marks.					
5.		Inspection of the Wing-to-fuselage Fairings					
A.		Examine the wing-to-fuselage fairings for change of color, burn marks, puncturing and delamination.	X				
		Examine fairing screws and fasteners for burn marks.	X				
6.		Inspection of the Fuselage					
A.		Externally examine all of the fuselage skin including rivets and screws for change of color, burns marks and small holes.	X				
B.		Examine all the probes, sensors and drain masts and adjacent area for burn marks and change of color.	X				
C.		Examine carefully all the communication and navigation antennas and the adjacent area for burn marks, change of color, puncturing and delamination.	X				
D.		Examine all exterior lights and adjacent area for burn marks and other damage.	X				
E.		Examine the APU exhaust for burn marks and change of color.	X				
7.		Inspection of the Wings					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		Examine the top and bottom skin of the wings and the leading and trailing edges for burn marks, change of color.	X				
B.		Examine the slats for burn marks and damage.	X				
C.		Examine the flap track fairings for burn marks, change of color, puncturing and other damage.	X				
D.		Examine the flaps for burn marks, change of color, puncturing and delamination.	X				
E.		Examine the spoilers for burn marks, change of color, puncturing and delamination.	X				
F.		Examine the ailerons for burn marks, change of color, puncturing and delamination.	X				
G.		Examine all the static dischargers for burn marks, damaged tip and breakage.	X				
H.		Examine the wing tip for burn marks and burn holes.	X				
I.		Examine the lights on the wing tip for burn marks and other damage.	X				
8.		Inspection of the Engine Nacelles and the Pylons.					
A.		Examine each air intake, inlet cowl, fan cowl, thrust reverser, exhaust nozzle and the pylon for burn marks, change of color, puncturing and delamination.	X				
9.		Inspection of the Vertical Stabilizer					
A.		Examine all the static dischargers for burn marks, damaged tip and breakage.	X				

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
B.		Examine the skin of the vertical stabilizer and the rudder (specially the leading and the trailing edges, the rudder surface in the hinge area and the antenna fairings), the fin tip cap, the fin and rudder tip cap lightning diverters for burn marks, change of color, puncturing, delamination and other damage.	X				
10.		Inspection of the Horizontal Stabilizer					
A.		Examine all the static dischargers for burn marks, damaged tip and breakage.	X				
B.		Examine the skin of the horizontal stabilizer and elevators (specially the leading and the trailing edges, the elevator surface in the hinge area and the tip) for burn marks, change of color, puncturing,	X				
11.		Inspection of the ECAM					
A.		Do a test of the SDAC (Ref. 31-51-00, P. Block 501).	X				

(2) Operational test of the HF system
(Ref. 23-11-00, P. block 501)

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		Do the operational test of the HF system (Ref. 23-11-00, P. Block 501).	X				

(3) Check after Damage on the Radome

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		If you find damage during the inspection:					
		(1) Do the detailed inspection of the radome: (Ref. 53-10-61, P. Block 601)		X			
		If you find a through hole:					
		(a) Examine the weather radar and the WR antenna drive for burn marks, pitting and other damage.			X		
		If you find damage:					
		- if you find damage on the flat plate antenna, replace it : (Ref. 34-41-11, P. Block 401)			X		
		- do the operational test and the system test of the weather radar: (Ref. 34-41-00, P. Block 501)			X		
		(b) Examine the localizer antenna for burn marks, pitting and other damage.			X		
B.		If you find a through hole on the access door 121AL (glide/slope antenna access):		X			
		(1) Examine the glide/slope antenna for sign of arc attachment.			X		
C.		If you find damage on the localizer antenna and/or the glide/slope antenna:					
		(1) Do the functional test of the ILS: (Ref. 34-36-00, P. Block 501).					
		NOTE : If an ILS ground test unit is not available, do an operational test of the ILS (Ref. 34-36-00, P. Block 501)					

(4) Check after Damage on the Windshield, Fixed Windows, Sliding Windows and the Window Frames

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
1.		If you find damage during the inspection :					
		(1) Do the inspection of the related component:		X			
		- for the windshield (Ref. 56-11-11, P. Block 601)					
		- for the fixed windows (Ref. 56-11-12, P. Block 601)					
		- for the sliding windows (Ref. 56-12-11, P. Block 601)					
		(2) Do the operational test of the windshield anti icing and defogging (Ref. 30-42-00, P. Block 501)		X			
		(3) Do the operational test of the standby compass (Ref. 34-28-00, P. Block 501)		X			

(5) Check after Damage on the Nose and/or the Main Landing Gear Doors

NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		If you find damage during the inspection:					
		(1) Refer to allowable damage and repair (Ref. SRM).		X			
		(2) If you find a through hole:		X			
		- examine internally the adjacent and underneath area including all the components (pipes, items of equipment, electrical harnesses...) for damage, if you find damage:					
		- replace or repair the related component.			X		
B.		If you find damage on the electrical bonding leads during the inspection:					
		(1) Replace the electrical bonding		X			

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		lead and/or the defective attachment.					

(6) Check after Damage on the Nose and/or the Main Landing Gear

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		If you find damage on the nose and/or the main landing gear during the inspection:					
		(1) Do the inspection of the LG:					
		(a) For the NLG: (Ref. 32-20-00, P. Block 601).		X			
		(b) For the MLG: (Ref. 32-10-00, P. Block 601).		X			
		(2) Do an operational test of landing gear extension and retraction (Ref. 32-31-00, P. Block 501).		X			
		(3) Do an operational test of indicating and warning system (Ref. 32-61-00, P. Block 501).		X			
		(4) Do an operational test of the normal and alternate braking (Ref. 32-42-00, P. Block 501) (Ref. 32-43-00, P. Block 501).		X			
		(5) Do an operational test of the Steering system (Ref. 32-51-00, P. Block 501).		X			
B.		If you find damage on the components attached to the landing gear:					
		(1) Examine the electrical components internally.		X			

(7) Check after Damage on the Wing-to-fuselage Fairings

NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		If you find damage during the inspection:					
		(1) Refer to the allowable damage and repair (Ref. SRM).		X			
		(2) If you find a through hole:					
		(a) Get access internally and examine the adjacent and underneath area to do a check of all the components (pipes, items of equipment, electrical harnesses...) for damage. If you find damage: - replace or repair the related component.		X	X		

(8) Check after damage on the Probes and Sensors

NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		Pitot probes					
		(1) If you find damage during the inspection:					
		(a) do the inspection/check of the pitot probes (Ref. 34-11-15, P. Block 601).		X			
		(b) If you find damage on the adjacent area: - refer to the allowable damage and repair (Ref. SRM).		X			
B.		Static probes					
		(1) If you find damage during the inspection:					
		(a) Refer to allowable damage and repair (Ref. SRM).		X			
C.		TAT sensors					
		(1) If you find damage during the inspection:					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		(a) Do the total air temperature test (Ref. 34-10-00, P. Block 501).		X			
		(b) If you find damage on the adjacent area: - refer to the allowable damage and repair (Ref. SRM).		X			
D.		ALPHA probes					
		(1) If you find damage during the inspection:					
		(a) Do the ALPHA probes test (Ref. 34-10-00, P. Block 501).		X			
		(b) Manually rotate the ALPHA probes to the full up position then to the full down position and make sure that there is no hard point. If you find a hard point: - replace the related ALPHA probe (Ref. 34-11-19, P. Block 401) (Ref. 22-27-39, P. Block 401)		X			
		(c) If you find damage on the adjacent area: - refer to the allowable damage and repair (Ref. SRM)		X			
E.		If you find damage on ALPHA, TAT, static or pitot probes:					
		(1) Do the operational test of the probe ice protection system (Ref. 30-31-00, P. Block 501).		X			
		(2) Do the ADS switching test (Ref. 34-10-00, P. Block 501).		X			

**ON A/C 001-104,

F.		Not Applicable.					

**ON A/C 105-200,

F.		Ice detection probe					
		(1) If you find damage during the					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		inspection:					
		(a) Do the operational test of the ice detection system (Ref. 30-81-00, P. Block 501).		X			

**ON A/C ALL

G.		Drain masts					
		(1) If you find damage during the inspection:					
		(a) Do the operational test of the drain mast ice protection (Ref. 30-71-00, P. Block 501).		X			

(9) Check after Damage on the Exterior Lights

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		If you find damage on exterior lights:					
		(1) Do the operational test of the related system:		X			
		(a) For the navigation lights: (Ref. 33-41-00, P. Block 501).					
		(b) For the landing lights: (Ref. 33-42-00, P. Block 501).					
		(c) For the logo lights: (Ref. 33-47-00, P. Block 501).					
		(d) For the anti-collision/strobe lightning: (Ref. 33-48-00, P. Block 501).					
		(e) For the wing and engine scan lightning: (Ref. 33-49-00, P. Block 501).					
		(f) For the runway turnoff lightning: (Ref. 33-43-00, P. Block 501).					

(10) Not Applicable

R (11) Check after Damage on the Communication Antennas
R NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		VHF antennas					
		(1) If you find damage during the inspection:					
		(a) Do the operational test of the VHF system (Ref. 23-12-00, P. Block 501).		X			
B.		HF fairing					
		(1) If you find damage on the HF fairing:					
		- refer to allowable damage and repair (Ref. SRM)		X			
		(2) If you find a through hole on the HF fairing during the inspection:					
		(a) Remove the HF fairing (Ref. 55-32-11, P. Block 401)		X			
		(b) Examine the HF antenna for signs of arc attachment		X			
		(c) Do the operational test of the HF system (Ref. 23-11-00, P. Block 501)		X			

R (12) Check after Damage on the Navigation Antennas
R NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		DME antennas					
		(1) If you find damage during the inspection:					
		- do the operational test of the DME (Ref. 34-51-00, P. Block 501).		X			
B.		Radio altimeter antennas					
		(1) If you find damage during the inspection:					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		- do the BITE test of the radio altimeter (Ref. 34-42-00, P. Block 501).		X			
C.		ADF antenna(s)					
		(1) If you find a through hole during the inspection:					
		- do the operational test of the ADF (Ref. 34-53-00, P. Block 501).		X			
D.		ATC antenna(s)					
		(1) If you find damage during the inspection:					
		- do the BITE test of the ATC (Ref. 34-52-00, P. Block 501).		X			

**ON A/C 005-200,

E.		Not Applicable.					

**ON A/C ALL

F.		Not Applicable.					
G.		VOR/MKR antennas					
		(1) If you find damage on the fin tip cap (VOR fairing):					
		- refer to allowable damage and repair (Ref. SRM).		X			
		If you find a through hole on the fin tip cap:					
		- remove the fin tip cap (Ref. 55-34-11, P. Block 401)		X			
		- examine the VOR antenna for signs of arc attachment		X			
		- do the operational test of the VOR system (Ref. 34-55-00, P. Block 501).		X			
		(2) If you find damage on the MKR antenna:					
		- do the operational test of the MKR system (Ref. 34-33-00, P. Block 501).		X			

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
H.		GPWS system (1) If you find damage on the radio altimeter (1) antennas and/or ILS antennas (glide and/or localizer): - do the operational test of the GPWS (Ref. 34-48-00, P. Block 501).		X			

(13) Check after Damage on the Fuselage Skin

NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		If you find damage during the inspection: (1) Refer to the flow chart for the allowable damage and repair (Ref. SRM). (2) If you find a through hole: (a) Examine internally the adjacent area of the damage specially the components, the pipes and the electrical looms for damage. If you find damage: - repair or replace the related component.		X X	X		

(14) Check of the APU after Damage on the APU Exhaust

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		If you find damage on the APU exhaust during the inspection: (1) Do the operational test of the		X			

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		APU (Ref. 49-00-00, P. Block 501).					

(15) Check after Damage on the Wings

NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage Limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		If you find damage on the top or bottom of the wings: (1) Refer to allowable damage and repair (Ref. SRM).		X			
B.		If you find damage on the slats: (1) Refer to allowable damage and repair (Ref. SRM). (2) Do the operational test of the slats (Ref. 27-84-00, P. Block 501).		X X			
C.		If you find damage on the flap track fairings: (1) Refer to allowable damage and repair (Ref. SRM).		X			
D.		If you find damage on the flaps: (1) Refer to allowable damage and repair (Ref. SRM). (2) Examine the bonding leads (on the hinges) of the related damaged flap for breakage and defective attachment. If you find damage: - replace the bonding lead and/or the defective attachment. (3) Do the operational test of the flaps (Ref. 27-54-00, P. Block 501).		X X X			
E.		If you find damage on the spoilers:					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		(1) Refer to allowable damage and repair (Ref. SRM).		X			
		(2) Examine the bonding leads (on the hinges) of the related damaged spoiler for breakage and defective attachment. If you find damage: - replace the bonding lead and/or the defective attachment.		X	X		
		(3) Do the operational test of the spoilers (Ref. 27-64-00, P. Block 1)		X			
F.		If you find damage on the ailerons: (1) Refer to allowable damage and repair (Ref. SRM)		X			
		(2) Examine all the bonding leads of the aileron hinges and servocontrols of the related damaged aileron for breakage and defective attachment. If you find damage: - replace the bonding lead and/or the defective attachment		X	X		
		(3) At the first return to the main base, examine the piston rod of each servocontrol (it must be fully extended) of the related damaged aileron for burn marks, damage and make sure that there are no leaks. If you find a leak or damage: (a) replace the related aileron servocontrol (Ref. 27-14-12, P. Block 401).		X	X		
		(4) Do the operational test of the ailerons (Ref. 27-14-00, P. Block 501).		X			

(16) Check after Damage on the Engine Nacelles and Pylons

NOTE : If there is damage to the aircraft structure, refer to the allowable damage and repair (Refer to the applicable nacelle SRM).

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		If you find damage on the air intake, inlet cowl, fan cowl, thrust reverser, exhaust nozzle or the pylon:					
		(1) Refer to the allowable damage and repair (Ref. SRM).		X			
		(2) If you find damage on the thrust reverser:					
		(a) Do an operational test of the thrust reverser system.		X			
		**ON A/C 001-100,					
		(Ref. 78-31-00, P. Block 501)					
		**ON A/C 101-200,					
		(Ref. 78-32-11, P. Block 501)					
		**ON A/C ALL					
		(3) If you find a through hole on the fan cowl:					
		**ON A/C 001-100,					
		(a) Do the operational test of the PMC (Ref. 73-23-00, P. Block 501).		X			
		**ON A/C 101-200,					
		(a) Do a ground test of the FADEC (Ref. 73-38-00, P. Block 501).		X			
		**ON A/C ALL					

(17) Check after Damage on the Stabilizers

NOTE : If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		If you find damage during the inspection on the skin of the vertical stabilizer and the rudder, the fin tip cap, the fin and rudder, tip cap lightning diverters:					
		(1) Refer to allowable damage and repair (Ref. SRM).		X			
		(2) Examine all the electrical bonding leads of the rudder hinges and servocontrols for breakage and defective attachment. If you find damage:		X			
		(a) replace the electrical bonding lead and/or the defective attachment			X		
		(3) At the first return to the main base, examine the piston rod of each rudder servocontrol (it must be fully extended) for damage and burn marks and make sure that there are no leaks. If you find a leak or damage:		X			
		- replace the related rudder servocontrol (Ref. 27-24-11, P. Block 401).			X		
		(4) Do an operational test of the rudder (Ref. 27-24-00, P. Block 501).		X			
B.		If you find damage during the inspection of the horizontal stabilizer and elevators:					
		(1) Refer to allowable damage and repair (Ref. SRM).		X			
		(2) Examine all the electrical bonding leads of the elevator hinges and servocontrols of the related damaged elevator for breakage and defective attachment. If you find damage:		X			
		(a) replace the electrical bonding lead and/or the defective attachment.			X		
		(3) At the first return to the main base, examine the piston rod of each elevator servocontrol (it		X			

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		must be fully extended) of the related damaged elevator for burn marks, damage and make sure that there are no leaks. If you find a leak or damage: (a) replace the related elevator servocontrol (Ref. 27-34-11, P. Block 401).			X		
		(4) Do an operational test of the elevators (Ref. 27-34-00, P. Block 501).		X			
		(5) Do an operational test of the THS (Ref. 27-44-00, P. Block 501).		X			

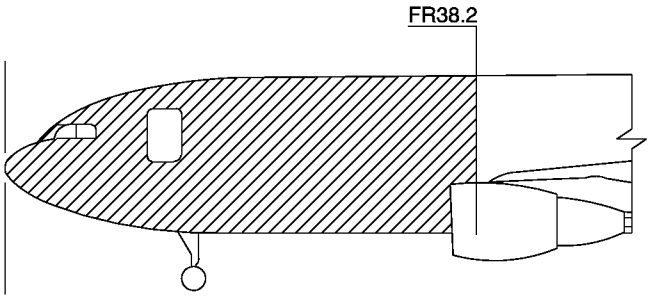
(18) Check after Damage on the Static Dischargers

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		If you find damage on the static dischargers of the wing or vertical and horizontal stabilizer. (1) Do a check of the related static discharger (Ref. 23-60-00, P. Block 601) NOTE : (Ref. CDL 6.01.23 P01) : - 2 static dischargers can be missing or defective on each wing. - 1 static discharger can be missing or defective on vertical stabilizer tip zone (including the rudder). - 1 static discharger can be missing or defective on each horizontal stabilizer tip zone (including the elevator).		X			

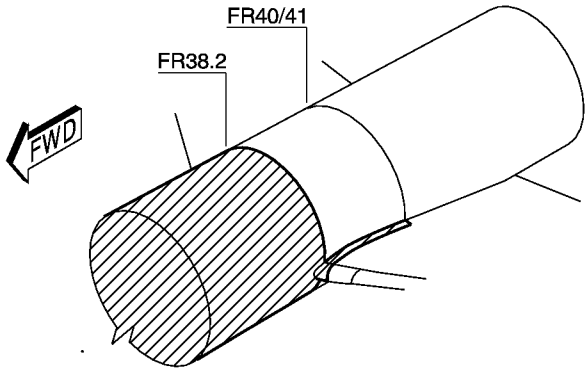
G. Close-Up

(1)Close Access

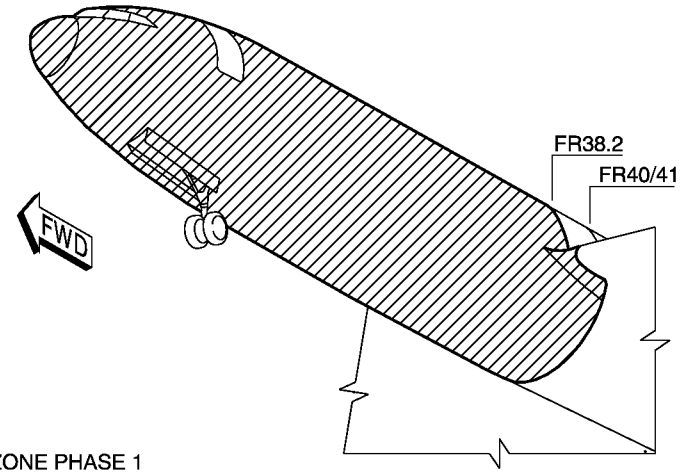
R (a)Close the access doors and panels opened during the inspection.
R (b)Close the nose gear doors (Ref. 32-22-11, P. Block 301).
R (c)Close the main gear doors (Ref. 32-12-11, P. Block 301).
R (d)Make sure that the work area is clean and clear of tool(s) and other items.
R (e)Remove the access platform(s).
R (f)Remove the warning notice(s).



INSPECTION OF THE FORWARD FUSELAGE



INSPECTION OF THE BELLY FAIRING-TO-FUSELAGE JUNCTION

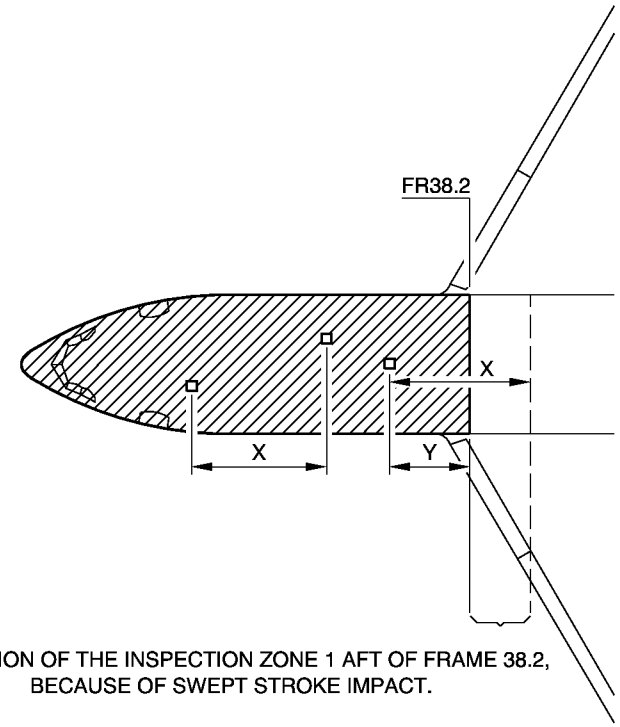


INSPECTION ZONE PHASE 1

BM5 05 51 18 0 BCM0 00

Inspection Zone 1
Figure 001

R



EXTENSION OF THE INSPECTION ZONE 1 AFT OF FRAME 38.2,
BECAUSE OF SWEPT STROKE IMPACT.

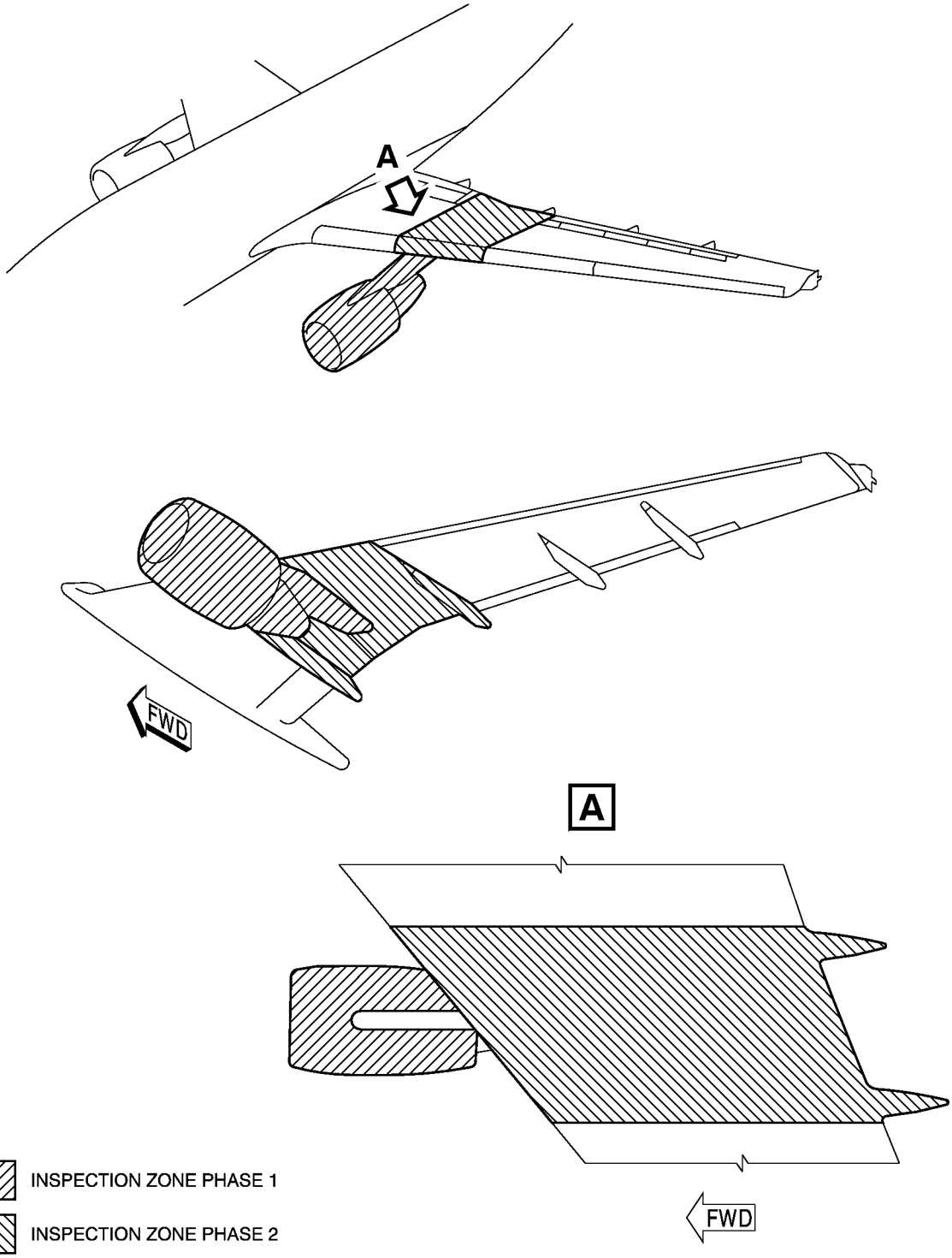
BM5 05 51 18 0 BEM0 00

NOTE: IF X > Y CONTINUE THE INSPECTION BY THE DISTANCE X AFT FROM THE LAST IMPACT.

INSPECTION ZONE PHASE 1

Example of Swept Stroke on Zone 1
Figure 002

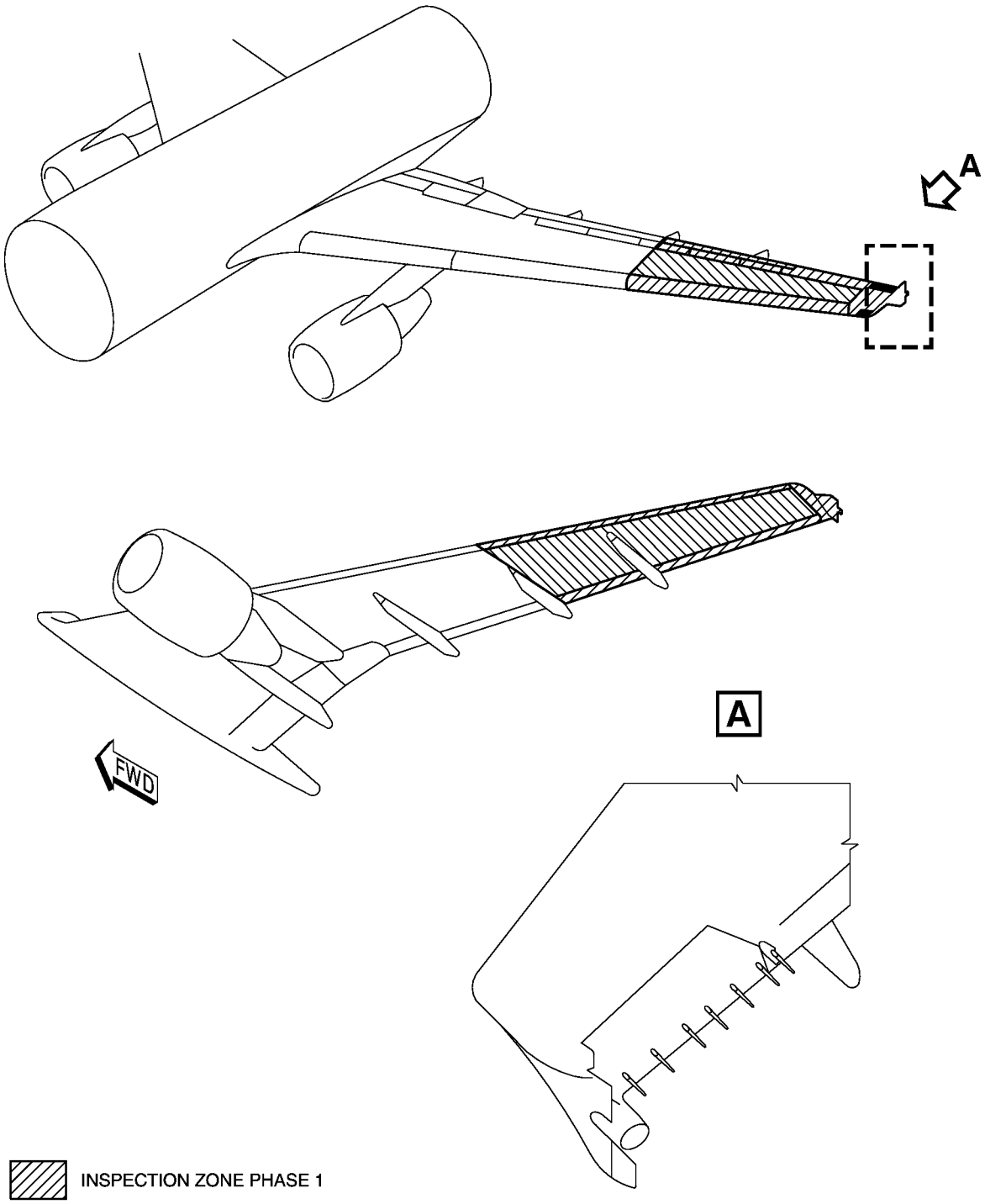
R



BM5 05 51 18 0 BGM0 00

Inspection Zone 2
Figure 003

R

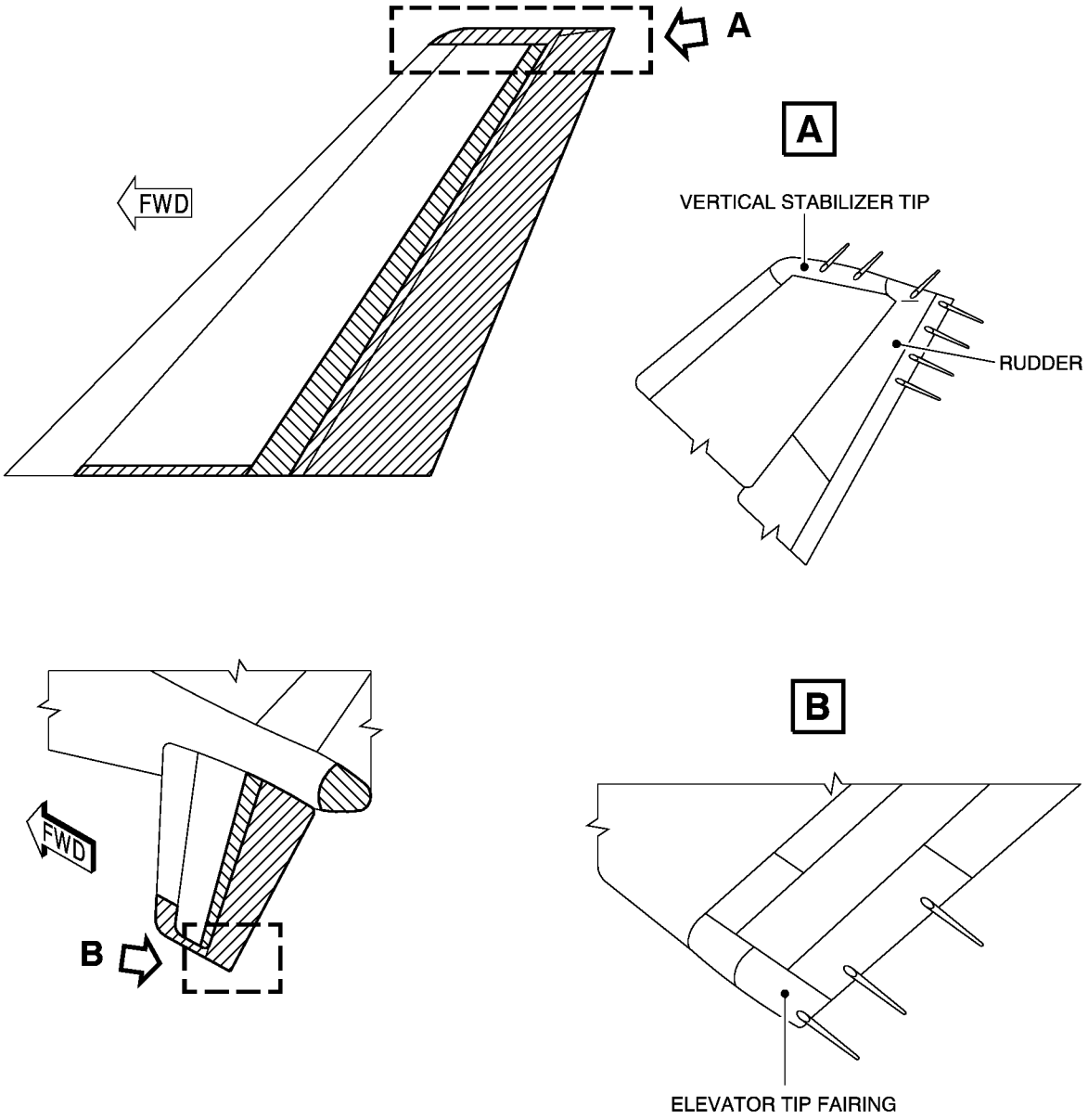


BM5 05 51 18 0 BJM0 00

Inspection Zone 3
Figure 004

R

INSPECTION OF THE REAR SECTION OF THE AIRCRAFT (VERTICAL STABILIZER, HORIZONTAL STABILIZER, REAR FUSELAGE) AND STATIC DISCHARGERS.



BM5 05 51 18 0 ALM0 01

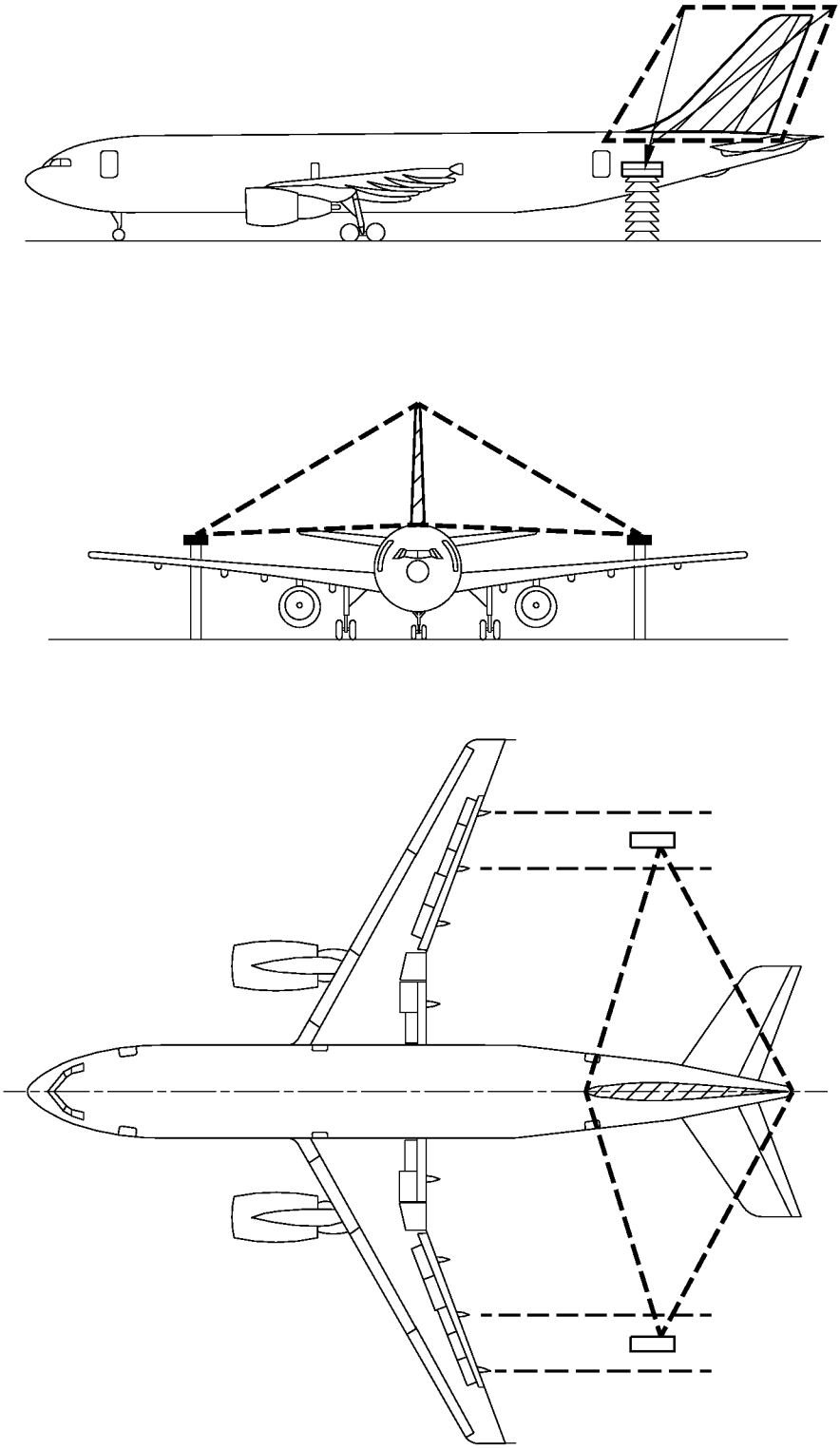
NOTE: IF YOU FIND DAMAGE IN THE INSPECTION ZONE PHASE 1, INCREASE THE INSPECTION AREA TO THE INSPECTION ZONE PHASE 2.

INSPECTION ZONE PHASE 1

INSPECTION ZONE PHASE 2

Inspection Zone 4
Figure 005

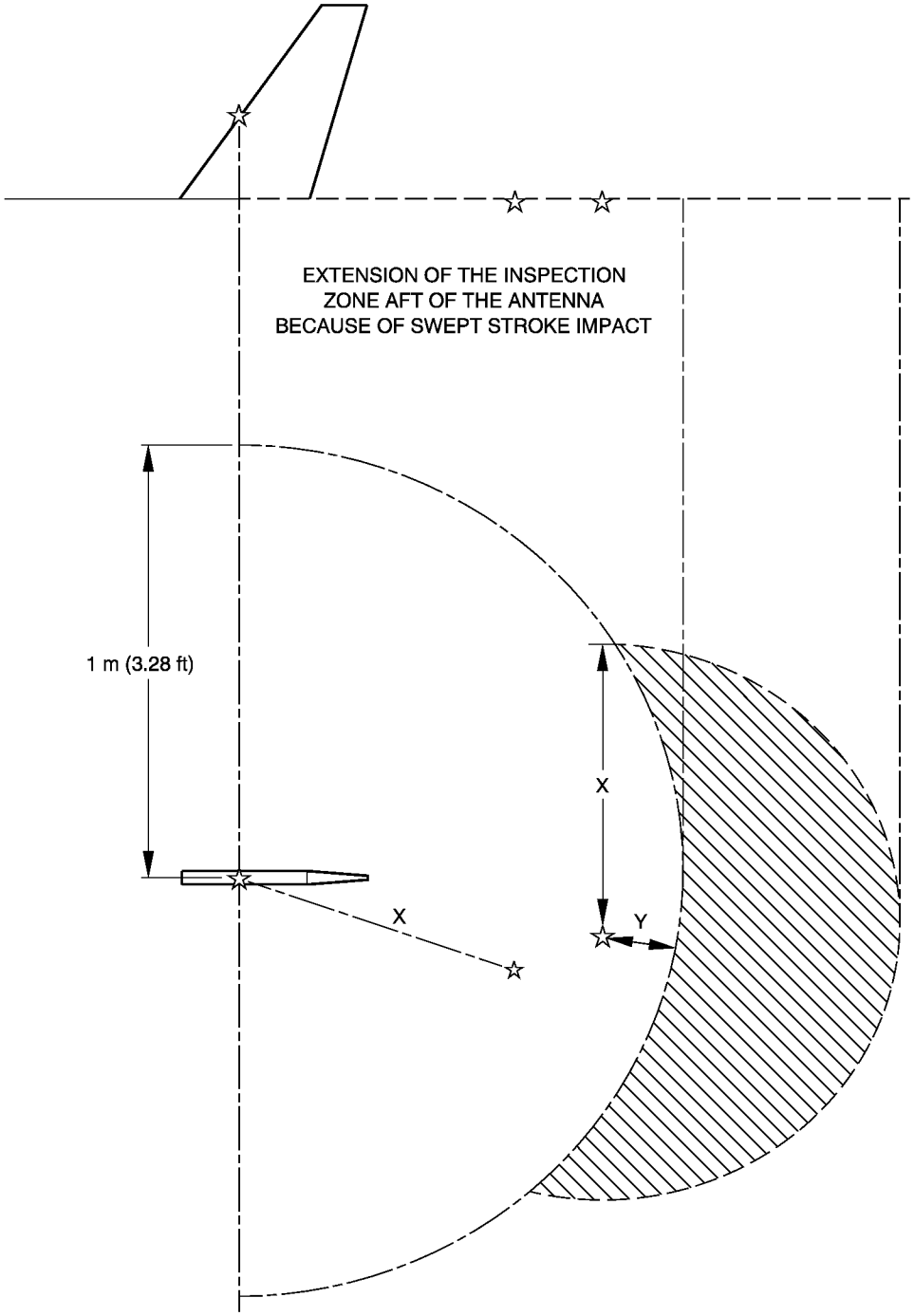
R



BM5 05 51 18 0 BNM0 00

Binocular Examinations
Figure 006

R

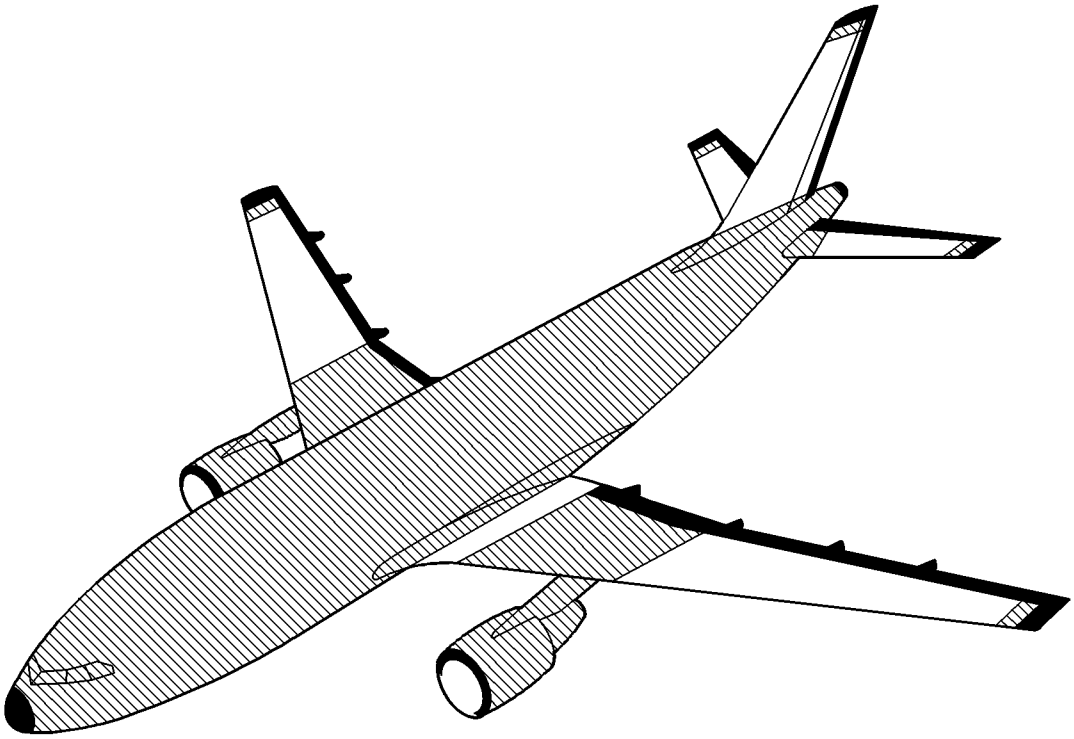


NOTE: IF X>Y CONTINUE THE INSPECTION BY THE DISTANCE X RADIUS AFT FROM THE LAST IMPACT.

BM5 05 51 18 0 ARM0 00

Example of Swept Stroke Antenna
Figure 007

R



ZONE 1 : AREAS WHERE DAMAGE MOST PROBABLE

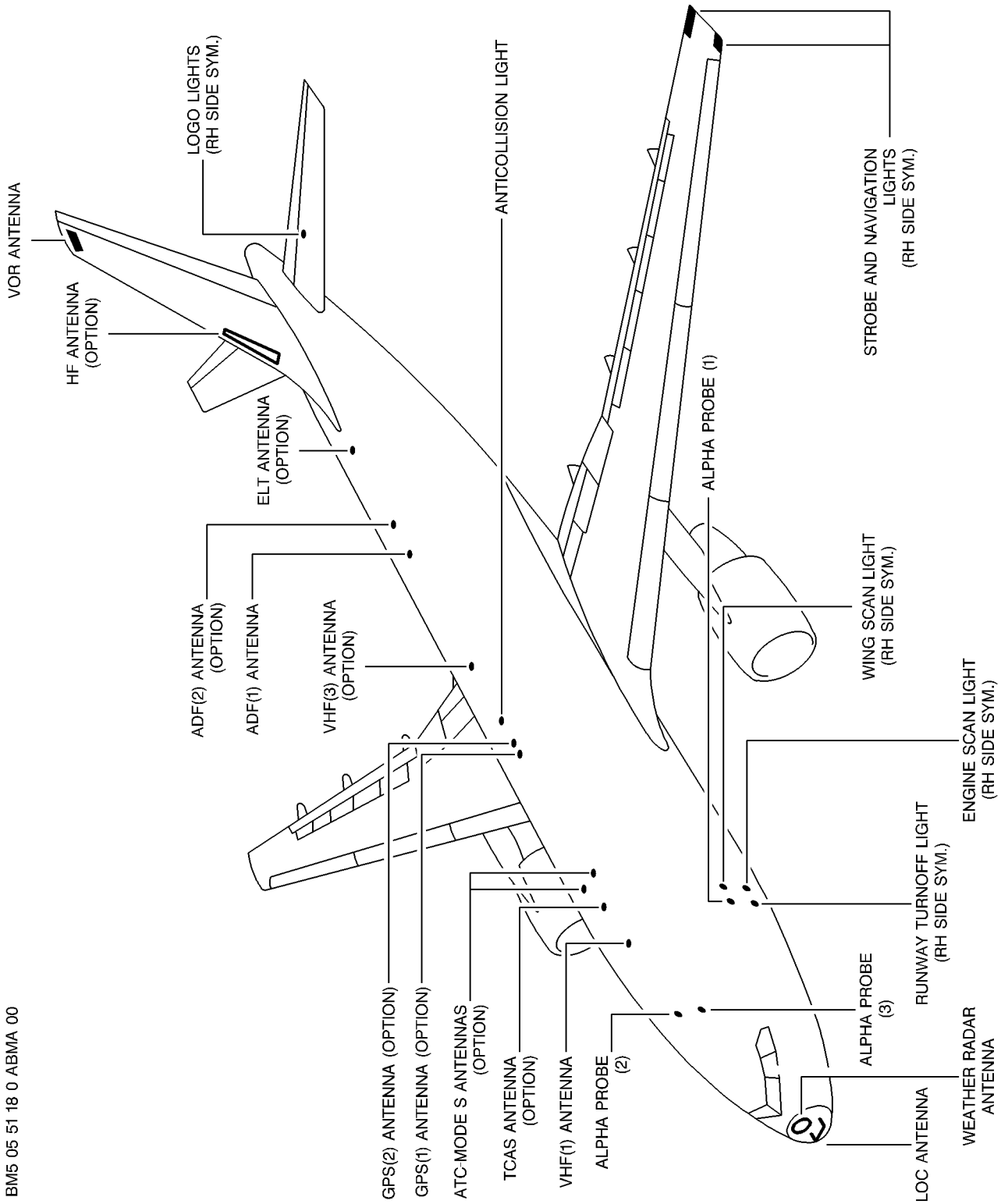
ZONE 2 : AREAS WHERE DAMAGE PROBABLE

ZONE 3 : AREAS WHERE DAMAGE LEAST PROBABLE

BM5 05 51 18 0 AAM0 00

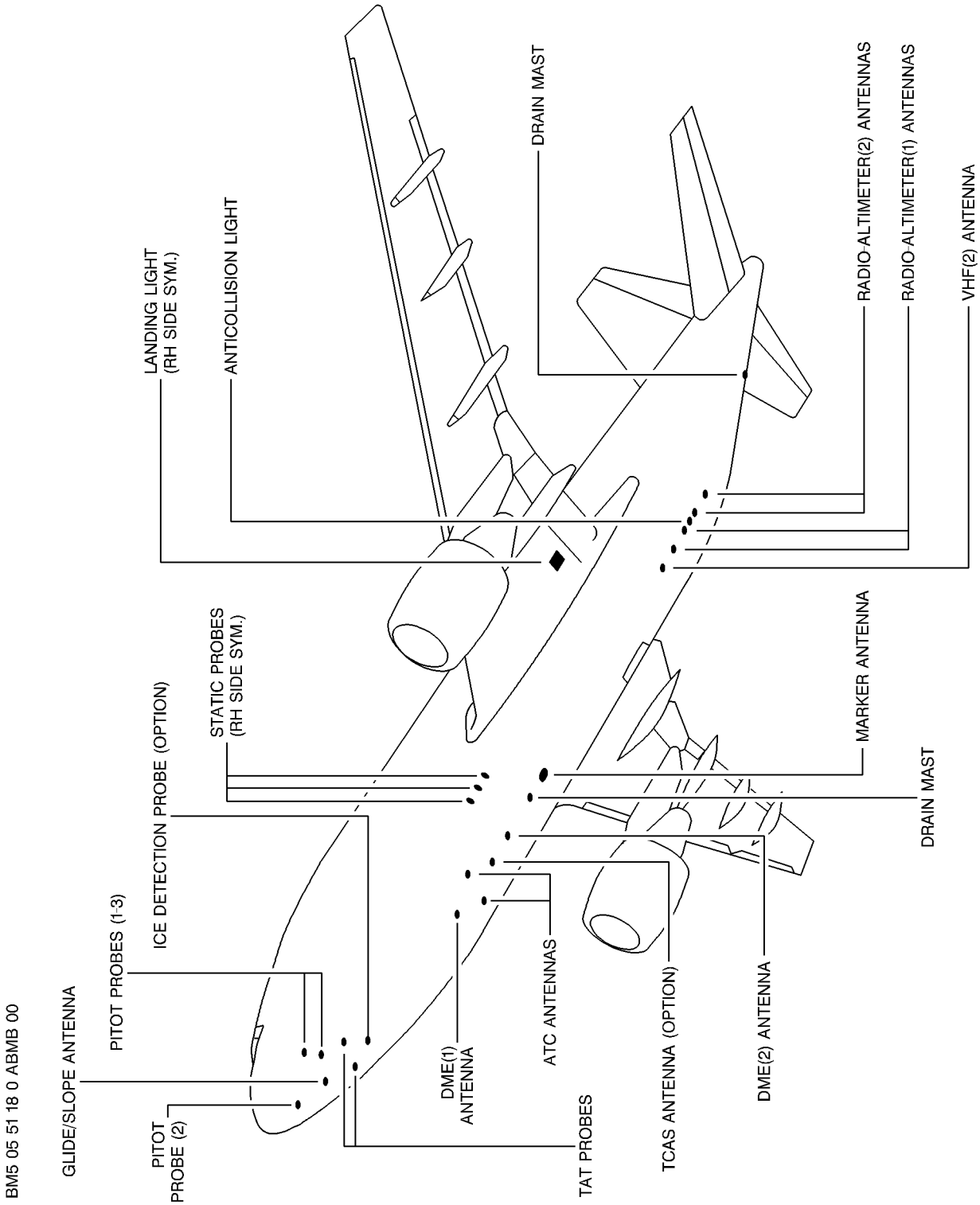
Lightning Strike Inspection Areas
Figure 008

R



Location of the Antennas, Probes and Sensors and Exterior Lights (Sheet 1/2)
Figure 009

R



Location of the Antennas, Probes and Sensors and Exterior Lights (Sheet 2/2)
Figure 009

R

INSPECTION AFTER ENGINE BIRD STRIKE OR SLUSH INGESTION

R **WARNING : THERE IS A POSSIBLE HEALTH RISK TO PERSONNEL WHO DO MAINTENANCE TASKS**
R **AFTER A BIRD STRIKE. THE SAFETY MEASURES THAT FOLLOW ARE RECOMMENDED.**
R **- USE DISPOSABLE GLOVES.**
R **- USE A DISPOSABLE COVERALL IF THERE IS A RISK OF BODY CONTACT DURING CLEANING.**
R **- DO NOT USE PRESSURIZED AIR OR WATER TO CLEAN THE PARTS WHICH WERE IN CONTACT WITH THE BIRD.**
R **- REMOVE THE BIRD REMAINS AND PUT THEM IN A PLASTIC BAG.**
R **- DO NOT TOUCH YOUR FACE, EYES, NOSE, ETC. WITH YOUR GLOVES.**
R **- REMOVE THE GLOVES AND THE DISPOSABLE COVERALL AND PUT THEM IN THE SAME PLASTIC BAG AS THE REMAINS. SEAL THE BAG.**
R **- DISCARD THE BAG AS YOU DO FOR USUAL GARBAGE.**
R **- CAREFULLY WASH YOUR HANDS WITH SOAP AND WATER.**

1. Equipment and Materials

ITEM	DESIGNATION
A.	Warning Notices
B.	Borescope
Referenced Procedures	
- 71-13-00, P. Block 301	Cowl Doors
- 72-00-00, P. Block 601	Engine, General

2. Procedure

A. Job Set-Up
(1)Position warning notices in flight compartment prohibiting operation of all engine systems.
(2)Open engine cowls (Ref. 71-13-00, P. Block 301).
(3)Clean out engine :
(a)Bird strike case
- Rinse soiled parts with clean warm water.
- Dry with hot air.

(b)Slush ingestion case
- Clear out slush with a rubber scraper.
- Rinse with clean warm water.
- Dry with hot air.

CAUTION : ENSURE THAT ENGINE IS COMPLETELY CLEARED OF SLUSH AND WATER WHICH COULD FREEZE AND CAUSE INTERNAL DAMAGE AT NEXT START UP.

(4)Check that engine drain mast ram air intake and drain ports are not blocked.

B. Leveling and Measurement
Not applicable

C. Inspection
(1)Power plant

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1. A.		Engine Inspect engine for foreign object damage (Ref. 72-00-00, P. Block 601).	X				

D. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Close engine cowls (Ref. 71-13-00, P. Block 301).
(3)Remove warning notices from flight compartment.
(4)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment, all access equipment and miscellaneous items.

INSPECTION AFTER TAIL SKID RUNWAY STRIKE

NOTE : This inspection is equally applicable if :
- the skid strikes the runway on take-off.
- the skid strikes the runway on landing.

1. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 5 m. (16 ft. 4 in.)
Referenced Procedures	
- 32-71-00, P. Block 1	Tail Gear
- 32-71-12, P. Block 401	Tail Gear Skid Shoe
R - 51-23-10, P. Block 1	Paint Coatings

2. Procedure

A. Job Set-Up
(1)Position access platform and open bulk cargo compartment door 813.
(2)Open access door 162AZ.

B. Leveling and Measurement
Not applicable

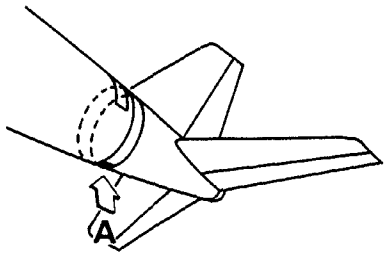
C. Inspection
NOTE : All inspections called for are visual unless otherwise specified in the text.
(1)Tail Gear
(Ref. Fig. 001)
(Ref. Fig. 002)

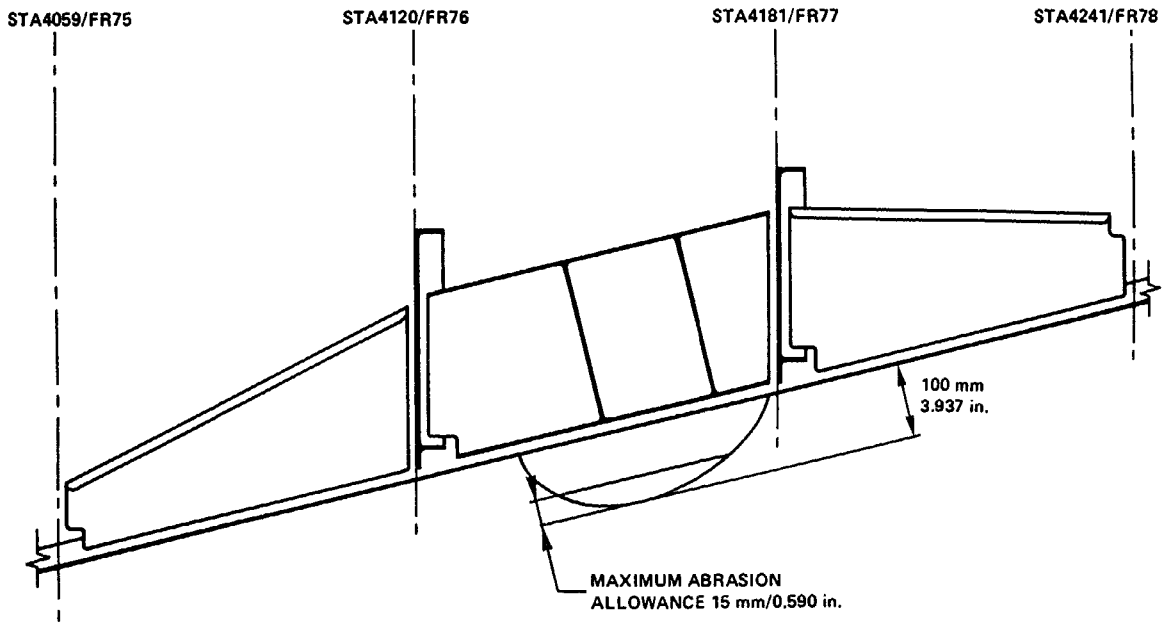
Item 1	Insp Code 2	Inspection Tasks to be Accomplished 3	Phase 1 4	Phase 2 5	Phase 3 6	Insp Sign 7	Ref. Fig. 8
1.		Tail skid					E
A.		Inspect abrasion shoe for excessive wear, cracks and deformation.	X				
		If damage found :					
		(1) Replace skid shoe if the wear (ABRASION) reaches the limit of the orange area (Ref. 32-71-12, P. Block 401 and 32-71-00, P. Block 1)		X			

	Item 1	Insp Code 2	Inspection Tasks to be Accomplished 3	Phase 1 4	Phase 2 5	Phase 3 6	Insp Sign 7	Ref. Fig. 8
			(2) Repaint the skid shoe if the wear (ABRASION) does not reach the limit of the orange area					
R			(Ref. 51-23-10, P. Block 1)					
	2.		Fuselage (external)					
	A.		Inspect skin panels, splicing and riveting for deformation, cracks, pulled or torn fasteners or damaged paintwork.		X			
	3.		Fuselage (internal)					
	A.		Inspect frames and stringers for deformation, cracks, pulled or torn fasteners.		X			
	B.		Inspect struts for buckling, cracks, pulled or torn fasteners.		X			
	C.		Inspect strut attach fittings for deformation, cracks, pulled or torn fasteners.		X			
	D.		Inspect the 2 shear panels between FR76 and FR77 for deformation, cracks, pulled or torn fasteners.		X			
	E.		Inspect the 18 holes (Dia. 8.2 mm/0.322 in.) connecting abrasion shoe to fuselage between FR76 and FR77 for deformation and		X			
R			cracks after the removal					
R			of the tail skid shoe					
R			(Ref. 32-71-12, P. Block 401).					

D. Test Set-Up
Not applicable

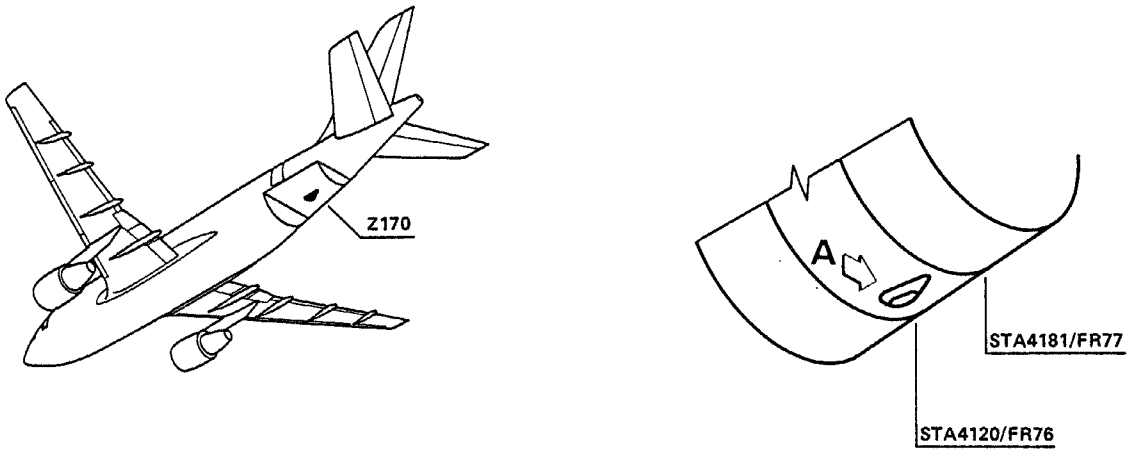
E. Test

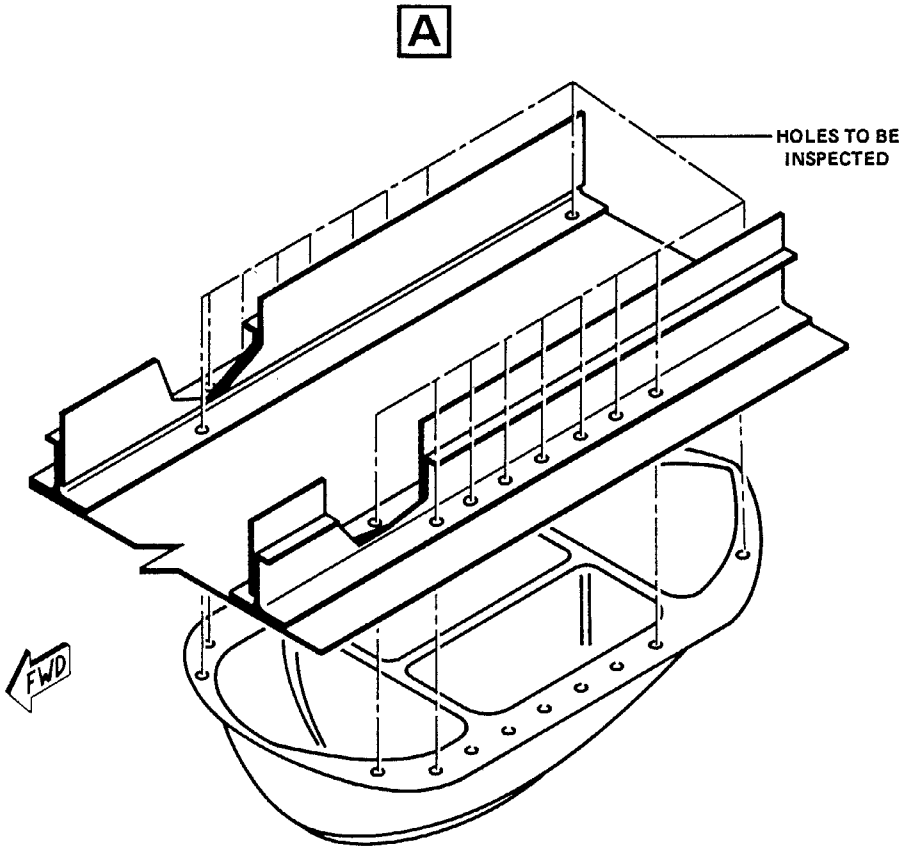




BM5 05 51 21 0 BAMO – 13

Tail Gear Area
Figure 001





BM5 05 51 21 0 BBM0 – 20

Location of Abrasion Shoe 18 Installation Holes
Figure 002

Not applicable

F. Close-Up
(1)Close access door 162AZ.
(2)Close bulk cargo compartment door 813 and remove access platforms.
(3)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment, all access equipment and miscellaneous items.

INSPECTION AFTER NOSE LANDING GEAR TOWING OVERLOAD OR OVERRUN

1. General

This inspection is necessary in cases where, during aircraft pushback or push forward, unknown maneuvering continues after towbar shear pin failure
R resulting in loadings on the nose gear and its attachment structure, and
R when you do towbarless towing without NLG steering disconnection.
In the case where the towbar separates after shear pin failure, during pull forward or pull backward, and the aircraft subsequently overruns the towbar, the inspection should be limited to the landing gear unit only.
During a push-turn maneuver when only the turning shear pin fails and the towbar arm contacts the front of the tow vehicle, the inspection should be limited to the nose landing gear unit only.
It is assumed in all cases that only the correctly rated shear pins are used in the towbar.
If correctly rated shear pins are used, no inspection subsequent to failure is necessary provided that towing is halted immediately.
In the event that too highly rated shear pins are used in a towbar, then the full inspection must be carried out before next flight.
R If you do towbarless towing without NLG steering disconnection, a full
R inspection is necessary before next flight.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 2.60 m (8 ft. 7 in.)
B.	Warning Notices
Referenced Procedures	
- 05-56-00, P. Block 1	Leveling and Measurement
- 32-22-11, P. Block 301	Nose Gear Main Door - (Ground Door(s) Opening)
- 32-31-00, P. Block 501	Normal Extension and Retraction

3. Procedure

A. Job Set-Up
(1)Make certain that landing gear ground safety locks are correctly installed.
(2)Open nose landing gear doors (Ref. 32-22-11, P. Block 301).
(3)Position warning notices prohibiting closure of nose gear doors.
(4)Position access platform.

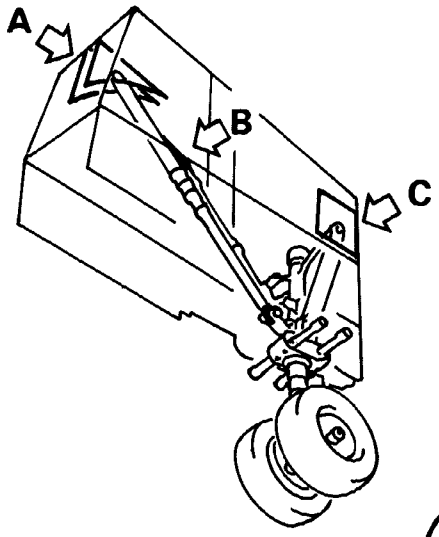
B. Leveling and Measurement
(1)If phase 1 damage is found on nose gear attachments or structure, carry out a nose gear measurement and angle to aircraft check (Ref. 05-56-00, P. Block 1).

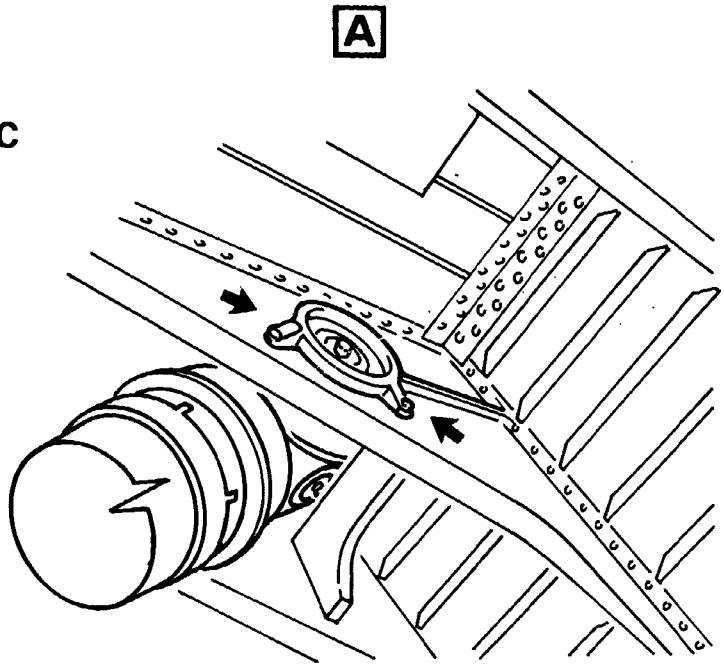
C. Inspection
NOTE : All inspections called for are visual unless otherwise specified in text.

Operators may, at their own discretion or at the direction of their airworthiness authority, use nondestructive techniques in compliance with the Nondestructive Testing Manual (NTM).

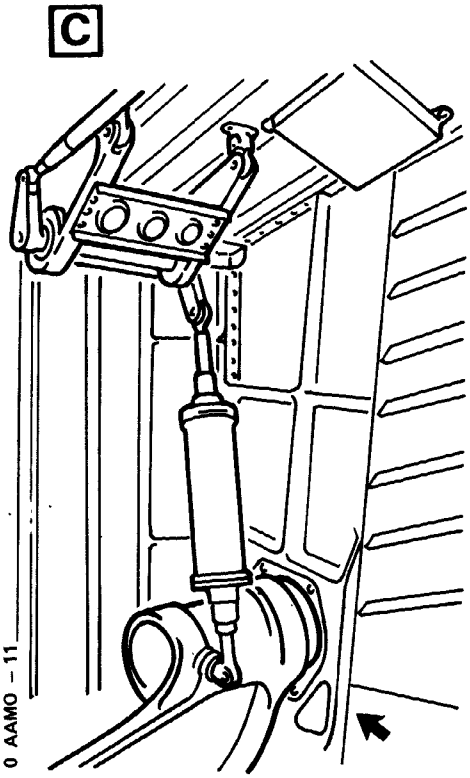
(1)Fuselage STA1019/FR11 to STA1315/FR17 (Ref. Fig. 001)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		NLG Well STA1019/FR11 to STA1315/FR17					
A.		Inspect telescopic drag strut fittings and bearings for distortion, cracks and damaged paintwork.	X				A
B.		Inspect telescopic drag strut fittings on nose gear shock strut for distortion, cracks, pulled or torn fasteners and damaged paintwork. If damage found: (1) Remove telescopic drag strut for strip down inspection in accordance with manufacturers O/H instructions.	X	X			
C.		Inspect nose gear actuating cylinder attach fittings for distortion, cracks pulled or torn fasteners and damaged paintwork. If damage found: (1) Remove actuating cylinder for strip down inspection in accordance with manufacturer's O/H instructions.	X	X			B
D.		Inspect nose gear attach fittings and side plates for distortion, cracks and damaged paintwork.	X				C
2.		In Avionics Compartment at STA1315/FR17:					
A.		Inspect gear well roof, roof-to-sidewall joint and floor support strut attach fittings for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				

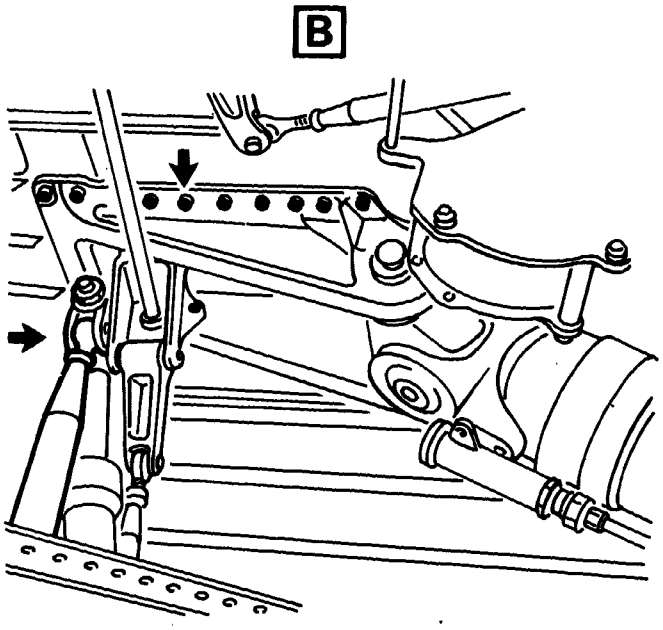




TELESCOPIC STRUT ATTACHMENT BEARING FR 12



NOSE GEAR BEARING FR 16A



ACTUATING CYLINDER ATTACHMENT FITTING FR /14

BM5 05 51 22 0 AAMO - 11

Nose Gear Attachment
Figure 001

(2)Nose landing gear

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		On Nose Landing Gear:					
A.		Inspect lower end of gear shock strut, shock absorber, wheels and tires for damage caused by contact with towbar. NOTE : Pay particular attention to towing lug.	X				
		If damage found: (1)Repair or replace in accordance with manufacturer's O/H instructions.		X			

D. Test Set-Up
(1)Remove access platforms.
(2)Remove warning notices.
(3)Close nose gear doors (Ref. 32-22-11, P. Block 301).

E. Test

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Retract/extend NLG 3 times ensuring that movement is smooth and that no fouling or binding between moving parts and fittings or structure occurs (Ref. 32-31-00, P. Block 501). NOTE : This check is only necessary if damage to landing gear attachments or structure adjacent to them was found on inspection		X			

F. Close-Up
(1)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment, all access equipment and miscellaneous items.

INSPECTION AFTER 95° NOSE LANDING GEAR STEERING ANGLE EXCEEDED

R 1. Reason for the Job
R Self Explanatory

R NOTE: If the 95° NLG steering angle has been exceeded by a large amount
R (up to 180° for instance, in case of loss of tow vehicle control in
R icy conditions), it is possible that damage has occurred not only to
R the NLG but also to its attachment structure. In this case, do the NLG
R well inspection after NLG Towing Overload or Overrun of fuselage
R between STA1019/FR11 and STA1315/FR17 (Ref. 05-51-22, P. Block 001).

R 2. Equipment and Materials

ITEM	DESIGNATION
A.	Warning Notices
Referenced Procedures	
- 29-10-00, P. Block 301	Main Hydraulic Power - Pressurization/ Depressurization
- 32-00-00, P. Block 501	Landing Gear - General

R 3. Procedure

A. Job Set-Up
- Depressurize the Green hydraulic system (Ref. 29-10-00, P. Block 301) and prohibit its pressurization by displaying warning notices
- On the Green system ground connectors.
- In the flight compartment.
  Open, safety and tag the circuit breaker associated with the steering system (GC).

B. Leveling and Measurement
(1)Not applicable

C. Inspection
(1)Nose Landing Gear STA1315/FR17

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		On Nose Landing Gear					
A.		Remove steering actuating cylinders for inspection for internal damage in accordance with manufacturer O/H instructions.	X				

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		NOTE : This inspection is only necessary if the towbar turning shear pin did not fail at the 95° steering limit.					
B.		Inspect proximity detectors and their electrical harness for impact damage e.g. rupture.	X				

D. Test Set-Up
(1)Remove warning notices.
(2)Remove safety clip and tag and close circuit breaker.

E. Test

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Carry out a proximity detector continuity test (Ref. 32-00-00, P. Block 501).	X				

F. Close-Up
Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment, all access equipment and miscellaneous items.

INSPECTION AFTER LEAVING RUNWAY OR TAXIWAY

1. General

Due to several variable factors which can affect the loads applied to the landing gears and structure after leaving a runway or taxiway it is not possible to lay down hard and fast criteria as to inspection requirements.
These factors are :
- aircraft speed
- aircraft weight
- terrain type e.g. soft earth, hard clay, sand
- depth to which the gears penetrate

NOTE : Recovery must obey the ARM requirement.
If recovery is different to the ARM requirement or if no recovery report is available, refer to AIRBUS for special instructions.

This inspection should therefore be applied at all times before further flight after an aircraft has left the runway or taxiway.
In all cases Operators should notify Airbus Industrie of full details of the incident at the earliest possible moment, in order that advice and assistance may be given as necessary to enable prompt and safe return to service of the aircraft.

R

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms 2.60 m (8 ft. 7 in.) 3.40 m (11 ft. 2 in.)
B.	Warning Notices
Referenced Procedures	
- 05-56-00, P. Block 1	Leveling and Measurement After A/C Abnormal Operation
- 27-50-00, P. Block 301	Flaps
- 29-10-00, P. Block 301	Main Hydraulic Power - Pressurization/ Depressurization
- 32-11-11, P. Block 401	Main Gear Leg
- 32-12-11, P. Block 301	Main Gear Main Door - (Ground Door(s) Opening)
- 32-21-11, P. Block 401	Nose Gear Leg
- 32-21-14, P. Block 401	Nose Gear Shock Absorber
- 32-22-11, P. Block 301	Nose Gear Main Door - (Ground Door(s) Opening)
- 72-00-00, P. Block 601	General

3. Procedure

A. Job Set-Up
(1)Make certain that landing gear ground safety locks are correctly installed.
(2)Extend flaps fully (Ref. 27-50-00, P. Block 301).
(3)Open nose gear main doors (Ref. 32-22-11, P. Block 301).
(4)Open main gear main doors (Ref. 32-12-11, P. Block 301).
(5)Depressurize Green, Blue and Yellow hydraulic systems (Ref. 29-10-00, P. Block 301).

(6)Position warning notices in flight compartment prohibiting operation of hydraulic, flight controls and landing gear systems.
(7)Position access platforms.

B. Leveling and Measurement
(1)If phase 1 damage is found to gear attachment structure or adjacent structure, carry out a landing gear measurement and alignment check (Ref. 05-56-00, P. Block 1).

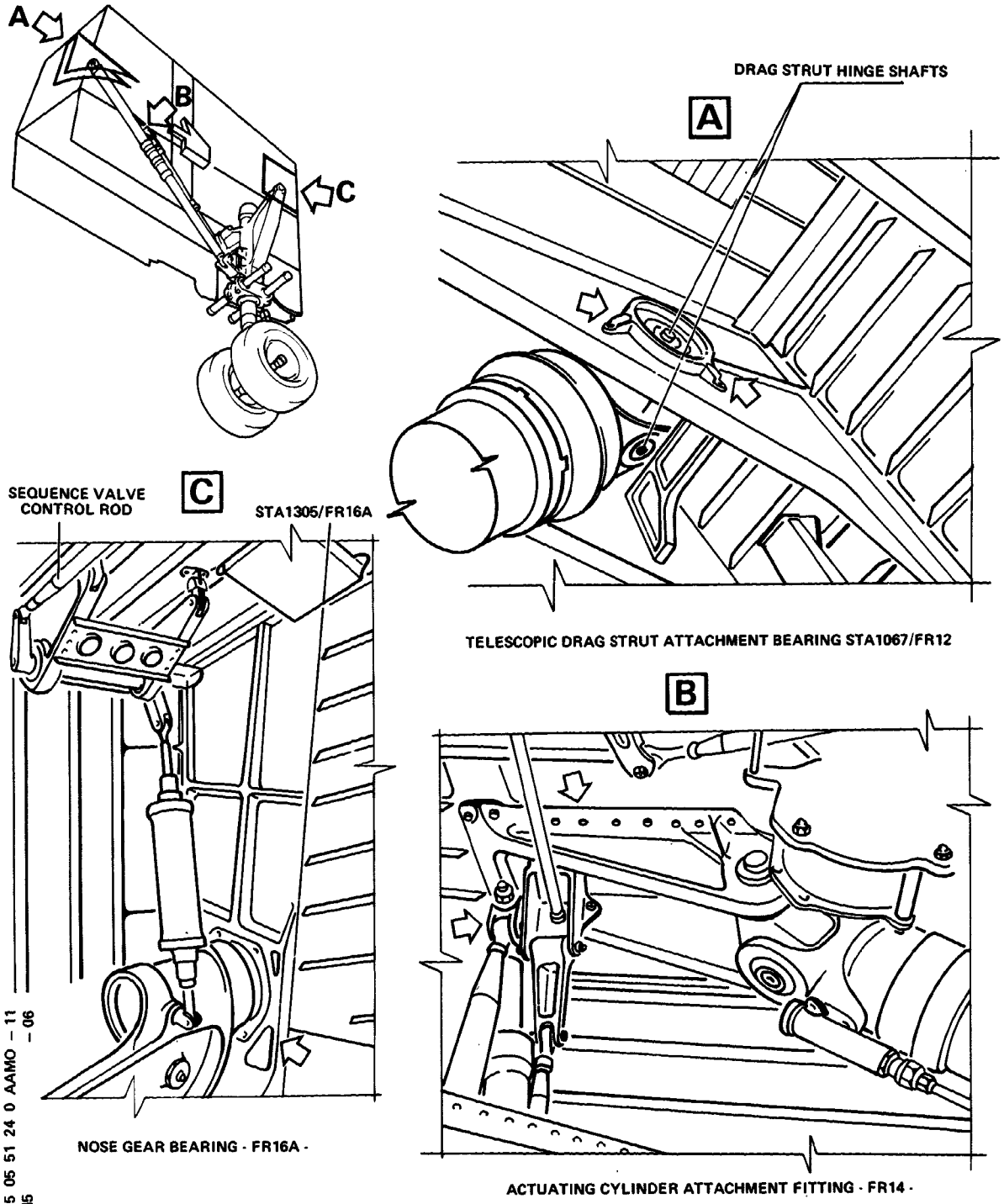
C. Inspection
NOTE : All inspections called for are visual unless otherwise specified in the text.
Operators may, at their own discretion or at the direction of their airworthiness authority, use nondestructive techniques in compliance with the Aircraft Nondestructive Testing manual (NTM).
R (1)Do a visual inspection of the different areas (refer to the inspection
R tasks below).
R (2)For the landing gears, if you find no damage during the inspections,
R put the gear back into service and send the proforma to Airbus for
R information only (Ref. Fig. 010).
R (3)If there is a report of damage during the phase 1 inspection, then
R record the applicable data on the proforma and send it to Airbus for
R advice before subsequent flight.
R NOTE : If a landing gear goes into soft ground or traverses over, onto or
R against an obstacle, there is a risk of damage to the primary
R structure of the landing gear. Airbus requires that the proforma
R is completed and sent with the inspection results to Airbus to
R know what action is necessary.

R (4)Fuselage
(Ref. Fig. 001)
(Ref. Fig. 002)

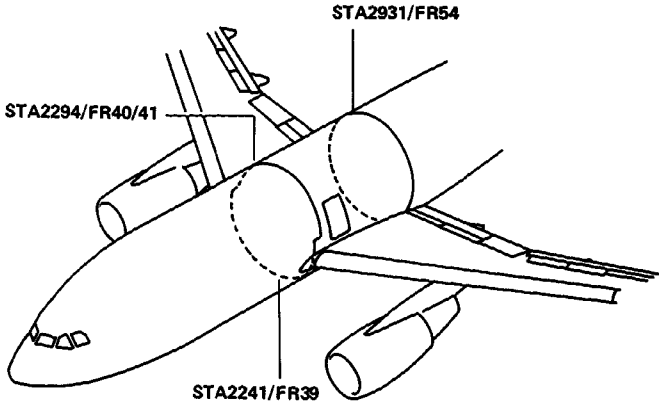
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Fuselage underside stringers 29LH and 29RH including cargo doors					
A.		Inspect complete fuselage underside for dents, distortions, cracks, pulled or torn fasteners and damaged paintwork.					
		EXTERNAL	X				
		If damage found :					
		(1)Inspect internally at, and adjacent to damage area, all frames, stringers, points and cleats for damage.		X			
		(2)Inspect components, pipes, ducts and cables adjacent to damage area for damage and leakage:		X			
2.		NLG well STA1019/FR11 to STA1315/FR17					
A.		Inspect NLG and components mounted on it for cracks, scoring, tearing, rupture, leakage and damaged paintwork	X				
B.		Inspect chrome plated area of shock absorber for blue spots or bronze marks.	X				
		If damage found :					
		(1)Remove shock absorber for O/H in accordance with manufacturer's instructions (Ref. 32-21-14, P. Block 401).		X			
C.		Check of tightening torque of shock absorber to shock strut fasteners (Ref. 32-21-00, P. Block 601).	X				
		CAUTION : THIS INSPECTION CAN BE PLANNED WITHIN A GRACE PERIOD OF 1 MONTH. HOWEVER, IF A FORMER "LEAVING RUNWAY OR TAXIWAY (Ref AMM 05-51-11)"					

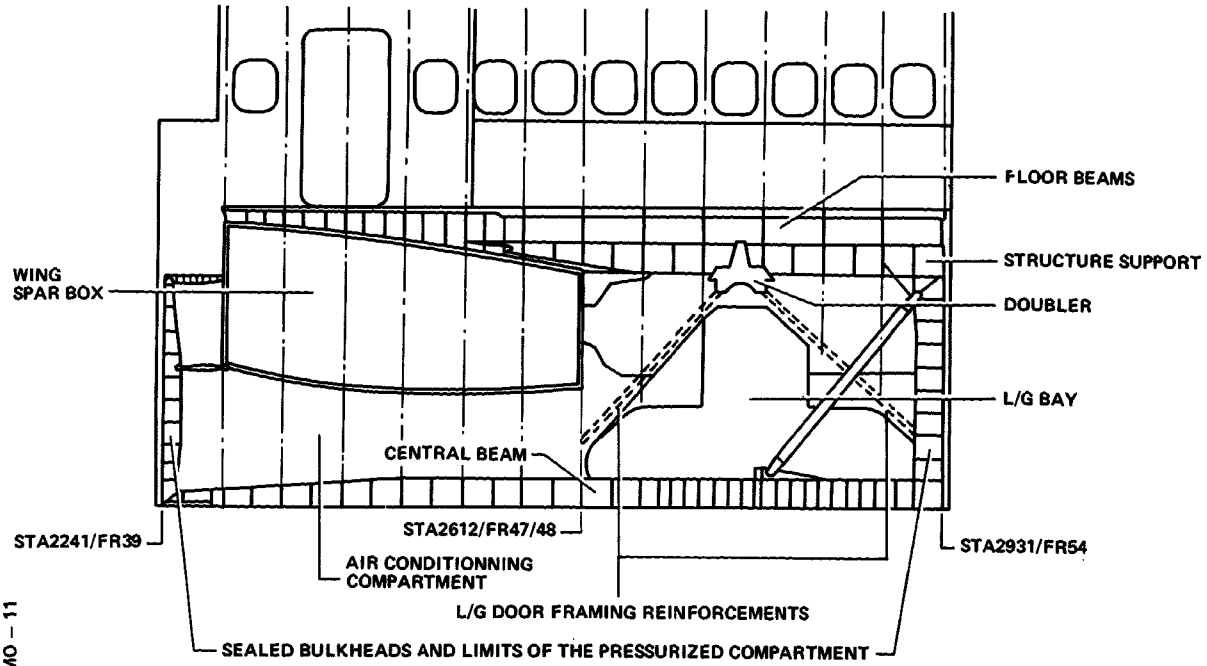
	Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
	1	2	3	4	5	6	7	8
R			HAS BEEN EXPERIENCED IN THE					
R			LAST 3 MONTHS (WITH					
R			INSPECTION NOT YET					
R			ACCOMPLISHED), THIS					
R			INSPECTION HAS TO BE					
R			PERFORMED BEFORE FURTHER					
R			FLIGHT.					
R								
R	D.		Inspect telescopic drag strut upper attach fittings and bearings for distortion cracks and damaged paintwork.	X				A
R	E.		Inspect telescopic drag strut fittings on nose gear shock strut for distortion, cracks and damaged paintwork.	X				
			If damage found :					
			(1)Remove telescopic drag strut and nose gear for strip down inspection in accordance with the manufacturers O/H instructions.		X			
	3.		NLG attachments, gear well roof and floor supports STA1305/FR16A to STA1315/FR17.					
	A.		Inspect nose gear attach fittings and well side plates for distortion, cracks and damaged paintwork.	X				C
	B.		Inspect nose gear actuating cylinder attach fittings for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				B
			If damage found :					
			(1)Remove actuating cylinder for strip down inspection in accordance with manufacturers O/H intructions.		X			
	C.		In avionics compartment inspect gear well roof, roof to sidewall joint and floor support strut attach fittings for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		If damage found : (1)Remove NLG for strip down inspection in accordance with manufacturers O/H instructions and special requirements (Ref. 32-21-11, P. Block 401).		X			
		(2)Further structural inspection requirements will be advised by Airbus Industrie.		X			
4.		Intakes					
A.		Inspect air conditioning pack and APU intakes for ingestion of debris and impact damage.	X				
5.		Fuselage STA2983/FR47 to STA3354/FR54.					
A.		Inspect MLG structure and components mounted on it for cracks, scoring, tearing, rupture, leakage and damaged paintwork.	X				
B.		Inspect chrome area on shock absorber for blue spots and bronze marks.	X				
		If damage found : (1)Remove shock absorber for strip down inspection in accordance with the manufacturer's O/H instructions.		X			
C.		Inspect MLG well oblique frame for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				



Nose Gear Attachment
Figure 001





BM5 05 51 24 0 ABMO – 11

Air Conditioning Compartment Main Gear Well
and Hydraulics Compartment
Figure 002

R (5)Wings (Ref. Fig. 003, 004)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Flaps and flap track fairings					
A.		Inspect flaps and lower flap track fairing for distortion, dents, cracks, pulled or torn fasteners and damaged paintwork.	X				
B.		At STA270/RIB5 inspect flap track fairing and falsework structure for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				
		If damage is found :					
		(1)Inspect flap track carriages and tracks/beams for distortion and cracks		X			
		(2)Inspect wing falsework for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		INTERNAL					
		(3)Inspect wing internal structure adjacent to flap beam forward and aft mountings for distortion, cracks and damaged sealants.		X			
		(4)Inspect MLG attachments at rear and rear spar ribs 4 and 5A, main gear rib 5 and adjacent structure for distortion, cracking and fuel leaks.		X			
		(5)Inspect main gear shock strut, wing skin cut-out edges and rear hinge fittings for impact damage from gear shock strut.		X			
		If further damage found :					
		(a)Remove MLG for strip down inspection in accordance with manufacturer's O/H instructions and special requirements (Ref. 32-11-11, P. Block 401).			X		
		(b)Further structural inspection					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		requirements will be advised by Airbus Industrie.			X		
C.		Inspect MLG actuating cylinder attachments for distortion, cracks and damaged paintwork.	X				
D.		Inspect MLG actuating cylinder sliding rod chromed area for signs of abrasion If damage found : (1)Remove actuating cylinder for strip down inspection in accordance with the manufacturer's O/H instructions.	X				

R (6)Engines, nacelles and pylons

**ON A/C 001-100,

(Ref. Fig. 005)

**ON A/C 101-200,

(Ref. Fig. 006)

**ON A/C 001-100,

(Ref. Fig. 007)

**ON A/C 101-200,

(Ref. Fig. 008)

**ON A/C ALL

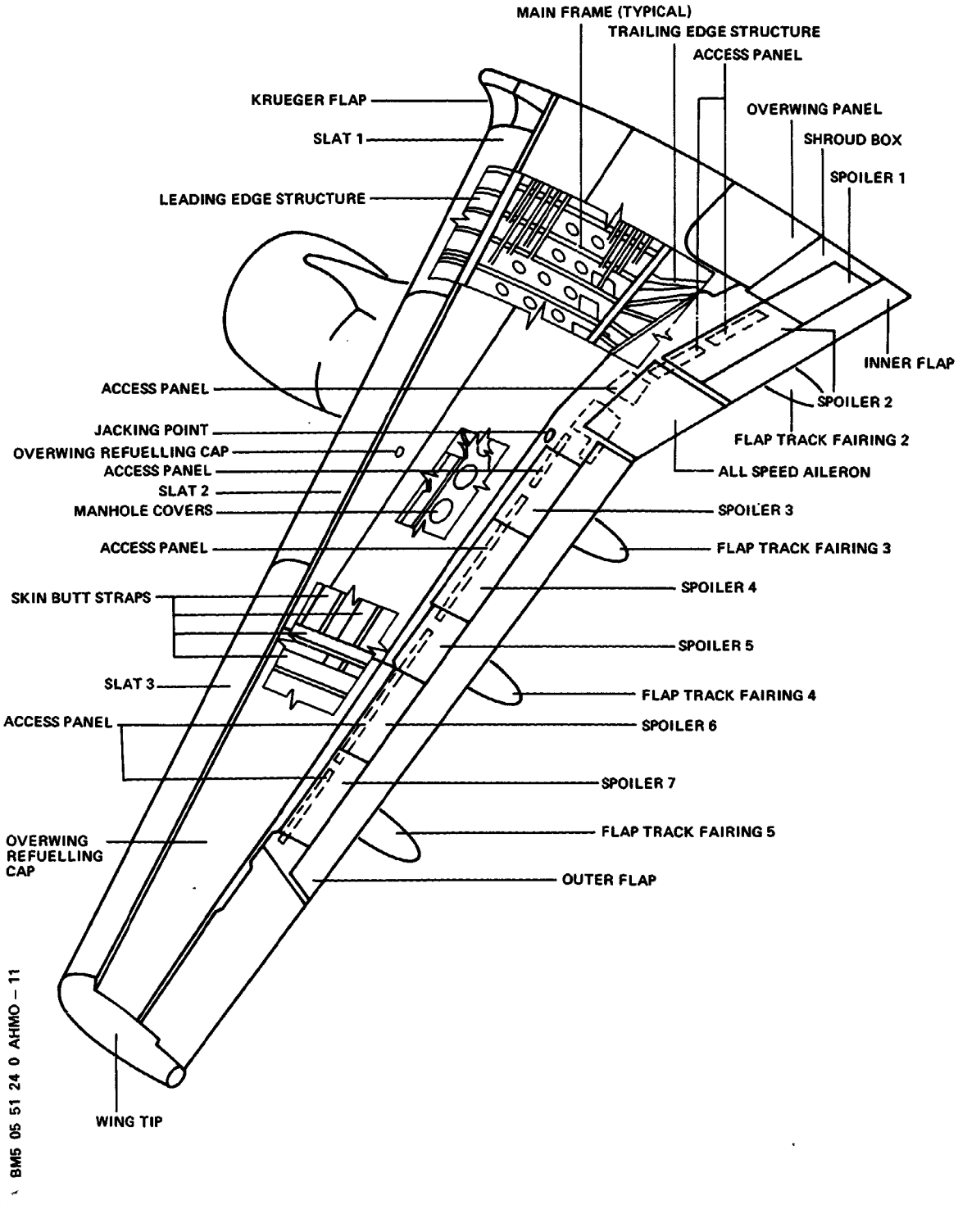
(Ref. Fig. 009)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Engine					
A.		Inspect for signs of foreign object damage.	X				

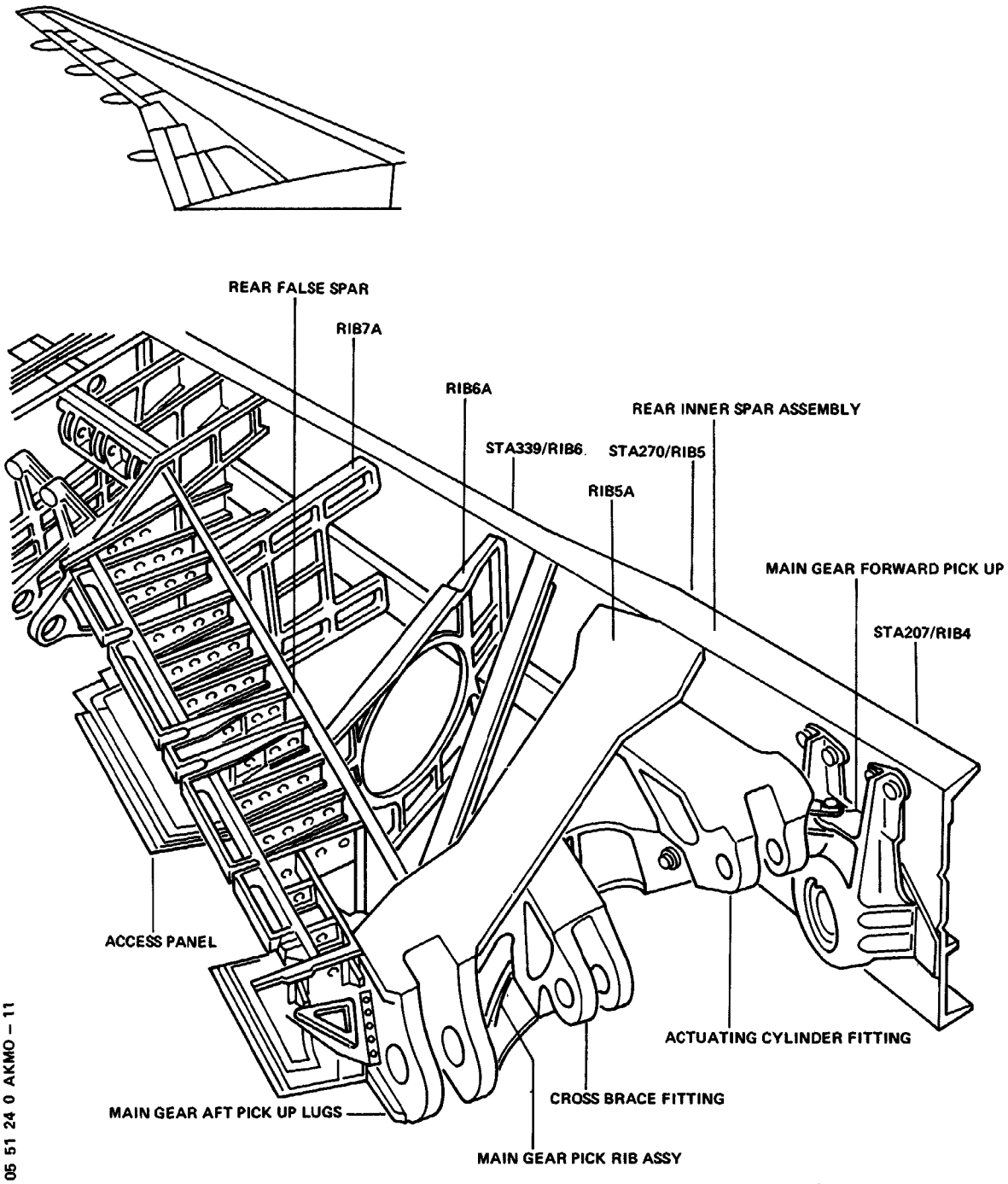
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		If damage found : (1)Carry out a full borescope inspection of engine (Ref. 72-00-00, P. Block 601).		X			
2.		Nacelle					
A.		Inspect nacelle and engine aft section for dents, distortion, cracks and damaged surface treatment.	X				
3.		Pylon					
A.		Inspect pylon for dents, distortion, cracks, pulled or torn fasteners and damaged paintwork.					
		EXTERNAL	X				
		If damage found : (1)Inspect pylon internal structure for distortion and cracking.		X			
		(2)Inspect pylon-to-wing mountings, skin and wing internal structure adjacent to pylon mounts for distortion and cracking.		X			
		(3)Inspect engine mountings for cracks, distortion and damaged fasteners.		X			
		If further damage found : (a)Further structural inspection requirements will be advised by Airbus.			X		

D. Condition for Aircraft Release

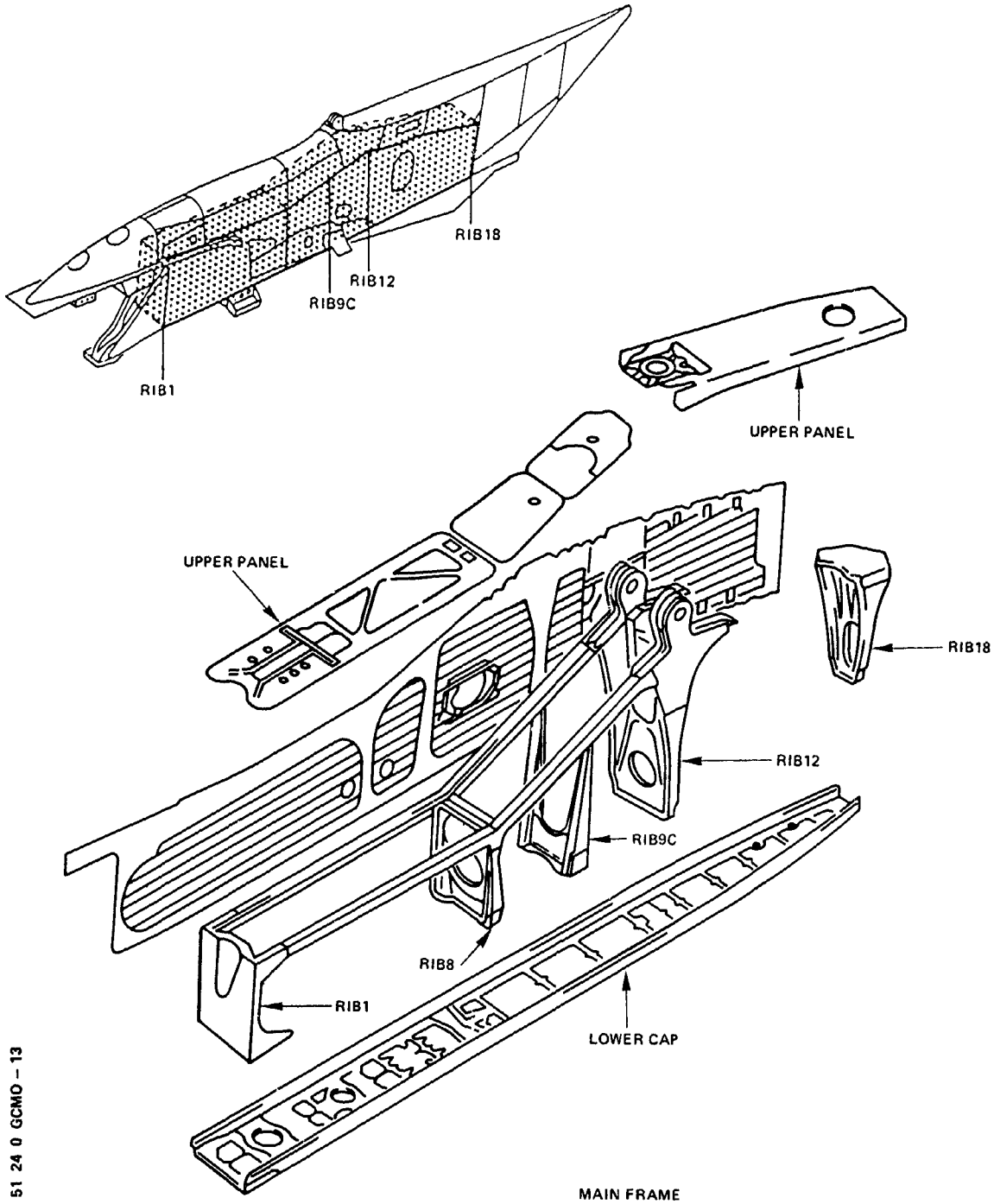
R (1)If you find no damage during the inspections, put the gear back into
R service and send the proforma to Airbus for information only
R (Ref. Fig. 010).
R (2)If there is a report of damage during the phase 1 inspection, then
R record the applicable data on the proforma and send it to Airbus for
R advice before subsequent flight.
R NOTE : If a landing gear goes into soft ground or traverses over, onto or



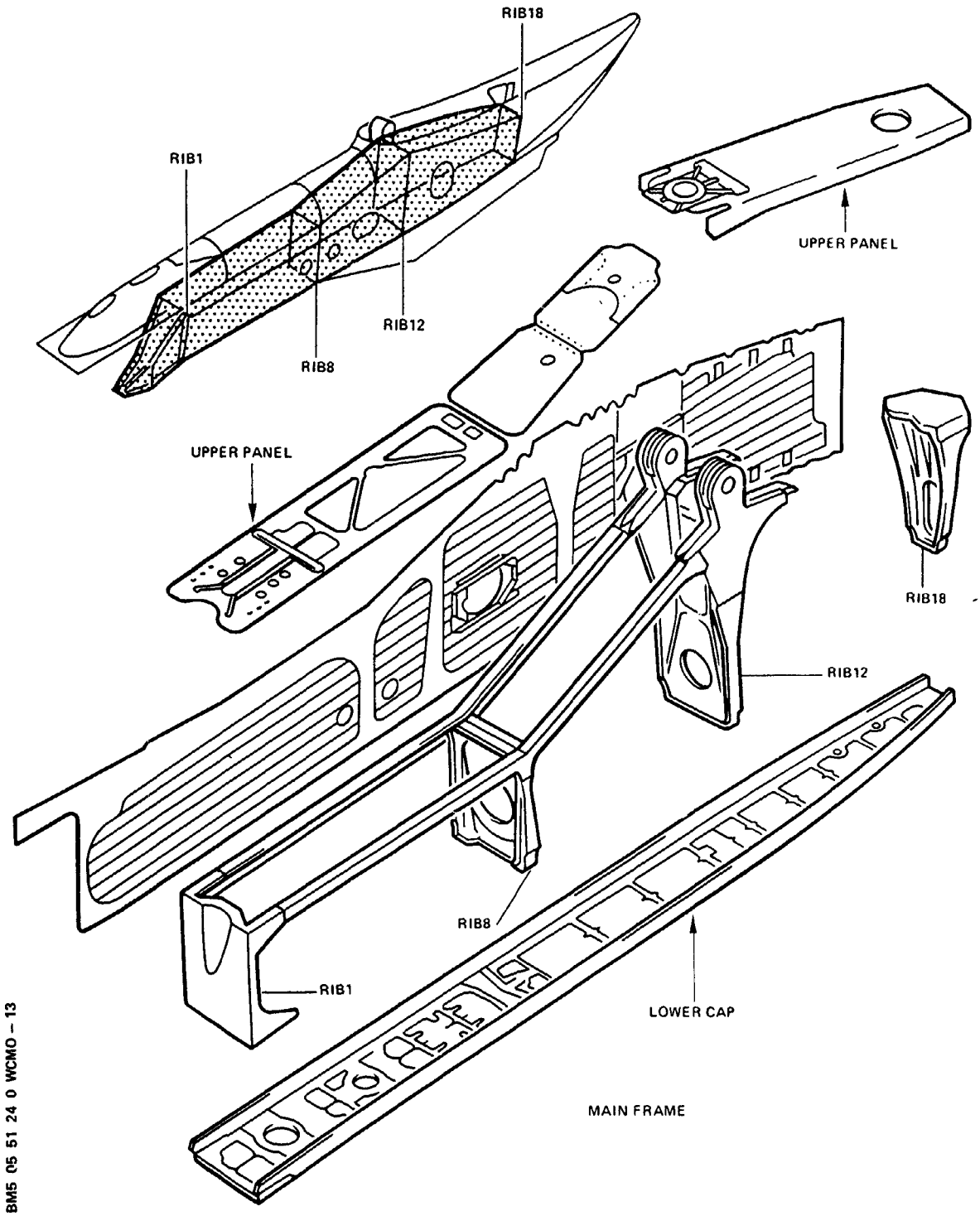
Wing General Arrangement
Figure 003



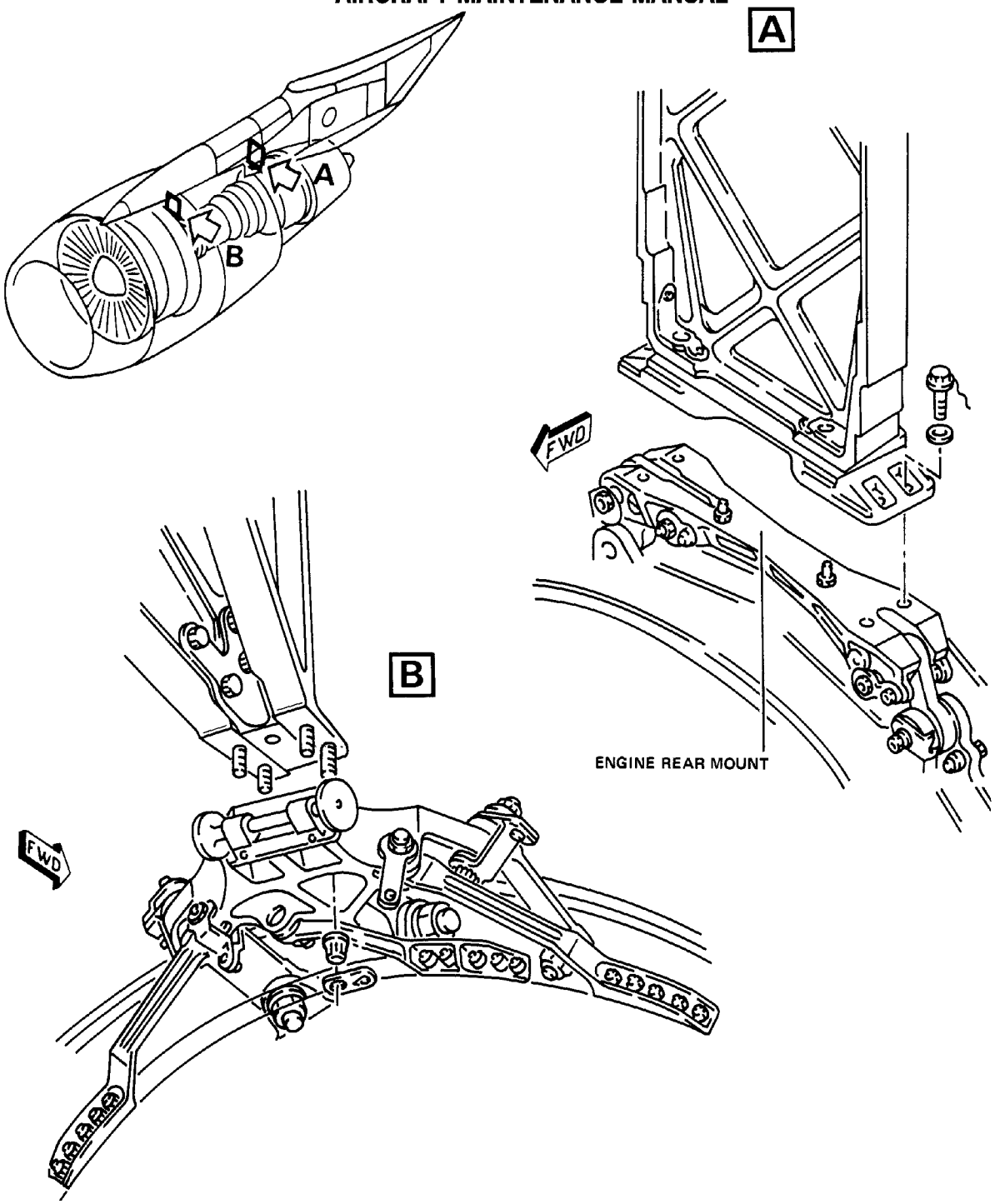
Main Gear Pick Up Fittings and Adjacent Area
Figure 004



Pylon and Main Frame
Figure 005



Pylon and Main Frame
Figure 006



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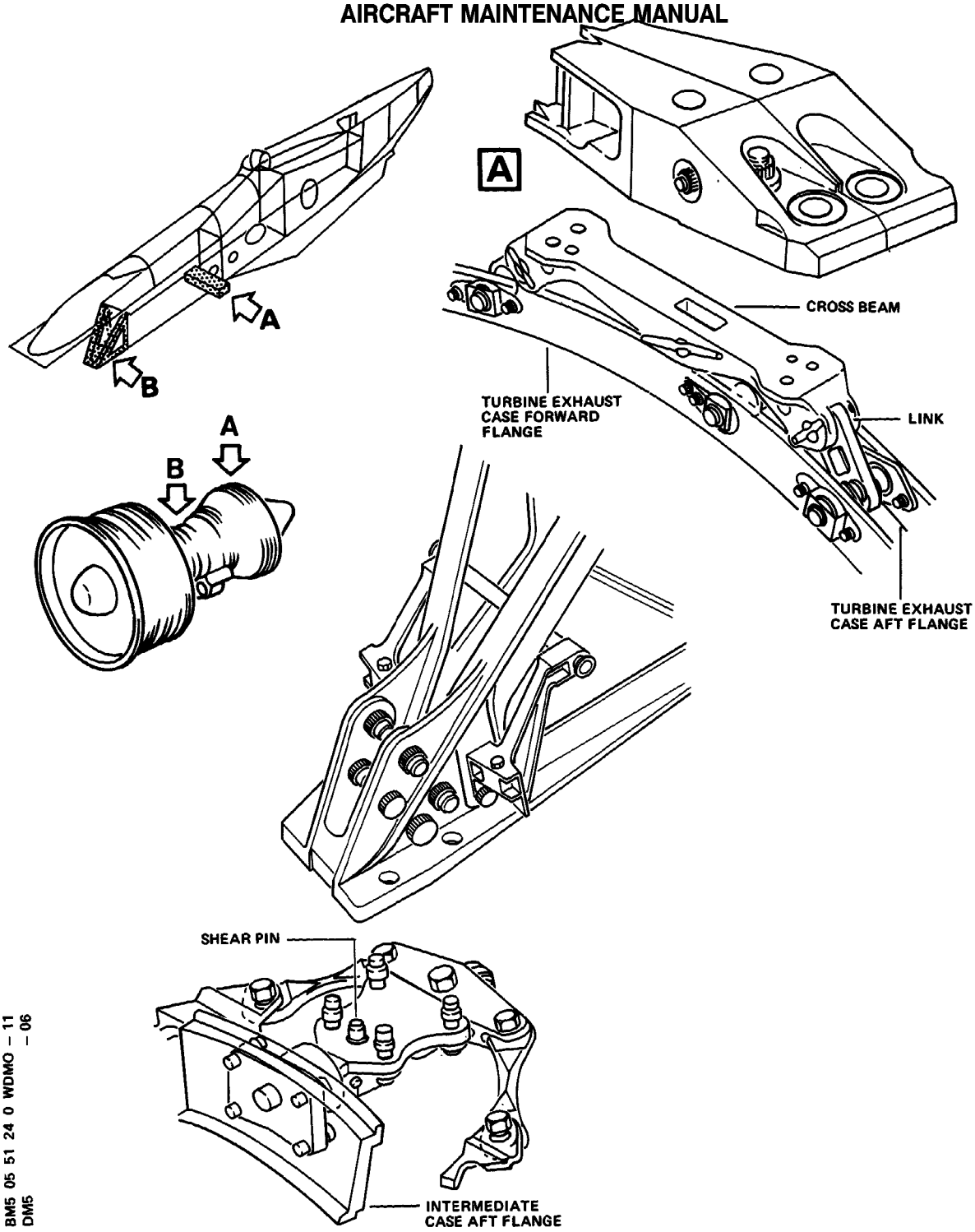
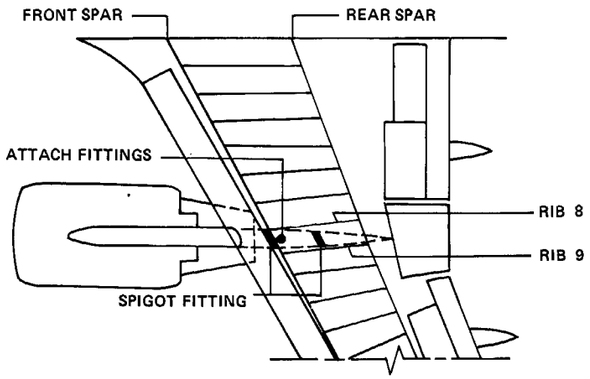
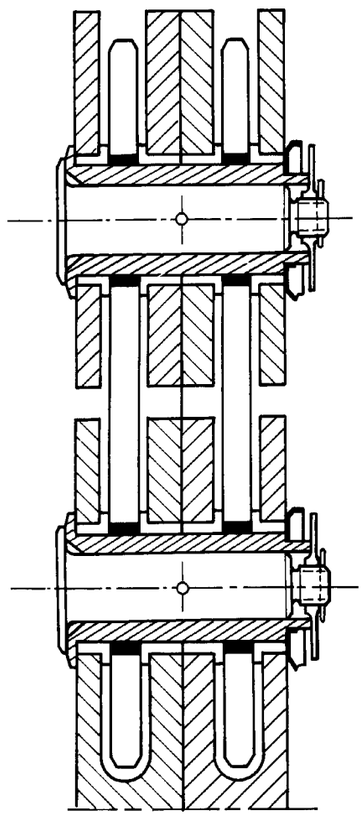
Engine-to-Pylon Attachments
Figure 007



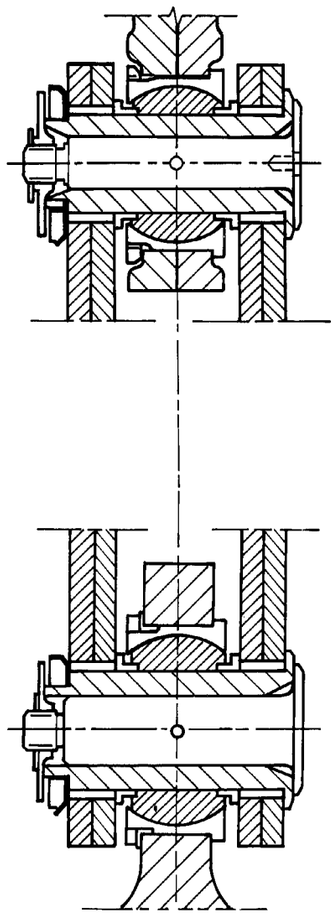
Engine-to-Pylon Attachments
Figure 008

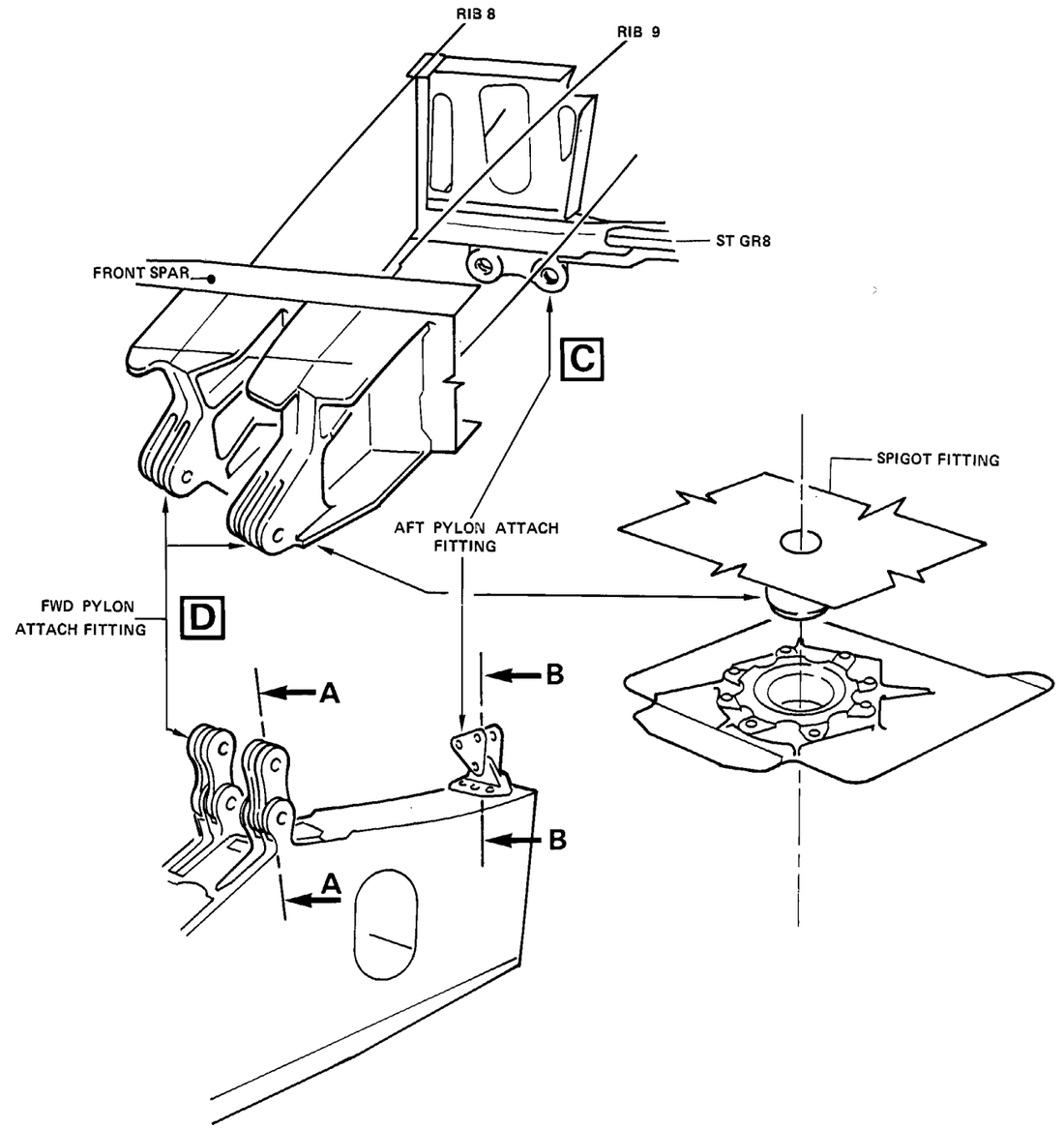


SECTION A A



SECTION B B





Pylon-to-Wing Attachments
Figure 009

R against an obstacle, there is a risk of damage to the primary
R structure of the landing gear. Airbus requires that the proforma
R is completed and sent with the inspection results to Airbus to
R know what action is necessary.

R E. Close-Up
Restore system and/or aircraft to normal operating condition.

EACH 'OFF-RUNWAY' INCIDENT COMPRISES UNIQUE CIRCUMSTANCES REQUIRING INDIVIDUAL ASSESSMENT AND DISPOSITION.

THIS PROFORMA IS DESIGNED TO SUPPORT THIS EVALUATION OF 'OFF-RUNWAY' IN-SERVICE INCIDENTS THEREBY AIDING BEST TECHNICAL JUDGEMENTS TO BE MADE AND QUICKEST DISPOSITION OF ACTIONS NECESSARY FOR RETURN OF AIRCRAFT LANDING GEARS TO SERVICE.

FILL IN ALL SECTIONS AS FULLY AS POSSIBLE AND SUPPLY AS MANY PHOTOGRAPHS AS POSSIBLE TO HELP SHOW THE INCIDENT

AIRLINE

DATE AND (LOCAL) TIME OF INCIDENT

AIRPORT

AIRCRAFT TYPE INCLUSIVE OF DASH NUMBER

AIRCRAFT REGISTRATION

MSN

CONTACT DETAILS OF RESPONDENT

BM5 05 51 24 0 DAMA 00

Proforma
Figure 010

BM5 05 51 24 0 DAMB 01

SECTION 1

SUPPLY PHOTOGRAPHS TO SHOW THE INCIDENT. THESE MUST INCLUDE VIEWS OF THE TAXIWAY, RUNWAY, AIRPORT, BUILDINGS AND THE POSITIONS OF ALL OBSTACLES THAT THE AIRCRAFT TOUCHED DURING THE INCIDENT. YOU MUST ALSO SHOW THE PATH OF THE LANDING GEAR. SHOW THE CROSS SECTION OF THE RUNWAY AND THE ADJACENT GROUND THAT THE AIRCRAFT MOVED ACROSS, WITH THE APPROXIMATE DIMENSIONS OF ALL STEPS AND GRADIENTS.
GIVE THE APPROXIMATE DISTANCES AND TRAJECTORY OF THE AIRCRAFT DURING THE INCIDENT, WITH THE ATTITUDE OF THE AIRCRAFT AFTER THE INCIDENT.

SUPPLY PHOTOS TO SHOW THE ITEMS BELOW :

- THE APPLICABLE LANDING GEAR (THE TWO SIDES, FRONT, REAR ELEVATIONS AND ALL AREAS OF DAMAGE) BEFORE AND AFTER RECOVERY
- THE AIRCRAFT BEFORE RECOVERY IN ITS REST POSITION OFF THE RUNWAY
- THE TRACKS MADE BY EACH LANDING GEAR OFF THE RUNWAY AND ALL SKID MARKS ON THE RUNWAY
- RECOVERY OF THE AIRCRAFT

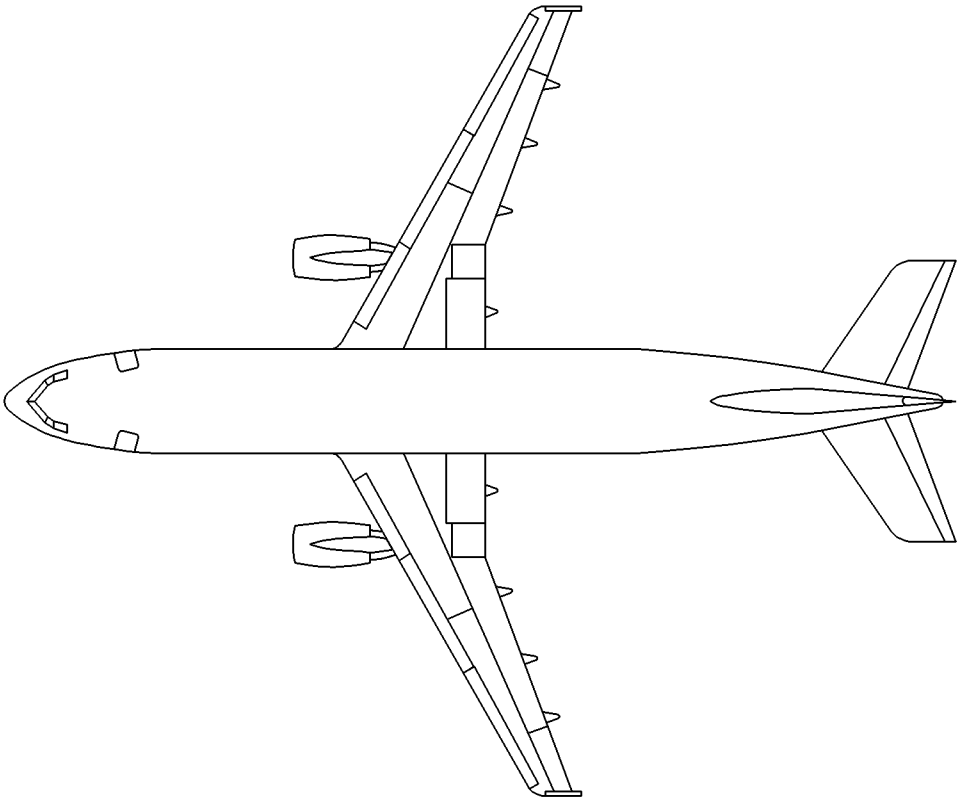
Proforma
Figure 010

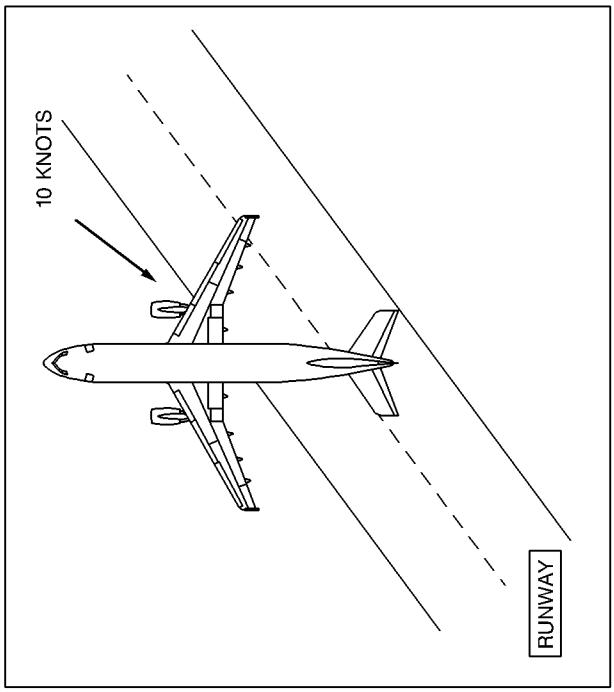
SECTION 2

DETAILED WRITTEN DESCRIPTION OF "OFF-RUNWAY" INCIDENT

BM5 05 51 24 0 DAMC 00

Proforma
Figure 010





BM5 05 51 24 0 DAMD 00

SECTION 3

WIND DIRECTION AND SPEED AT TIME OF INCIDENT

Proforma
Figure 010

BM5 05 51 24 0 DAME 01

SECTION 4 - METRICS

A) APPROXIMATE AIRCRAFT WEIGHT _ _ _ _ _ _ _ METRIC TONNES OR _ _ _ _ _ _ _ IMPERIAL TONS

B) AIRCRAFT CENTRE OF GRAVITY _ _ _ _ _ _ _ METRES FROM CENTERLINE OR _ _ _ _ _ _ _ FEET FROM CENTERLINE OR _ _ _ _ _ % MAC

C) FLIGHT PHASE OF AIRCRAFT AT TIME OF INCIDENT - TICK APPROPRIATE PHASE

LOW SPEED TAXIING/MANOEUVRING ☐ HIGH SPEED TAXIING-TAKE-OFF ☐ HIGH SPEED TAXIING-LANDING ☐

TOUCH DOWN ☐ TOWING (WITH TOWBAR) ☐ TOWING (TOWBARLESS) ☐ OTHER _ _ _ _ _ _ _ _ _

D) DISTANCE TRAVELLED OFF RUNWAY BY EACH GEAR (I.E. TRACK LENGTH MADE BY EACH GEAR).

NLG _ _ _ _ _ METRES: LH MLG _ _ _ _ _ METRES: RH MLG _ _ _ _ _ METRES:

OR

NLG _ _ _ _ _ FEET: LH MLG _ _ _ _ _ FEET: RH MLG _ _ _ _ _ FEET:

E) APPROXIMATE AIRCRAFT GROUND SPEED AS FUNCTION OF INCIDENT TIME

INCIDENT START _ _ _ _ _ _ _ KNOTS INCIDENT FINISH _ _ _ _ _ _ _ KNOTS

TIME FROM START OF INCIDENT (FIRST GEAR OFF RUNWAY) TO AIRCRAFT AT REST _ _ _ _ _ _ SECONDS DIFFICULT TO EVALUATE AT THE TIME OF SUCH AN EVENT

F) RUNWAY / TAXIWAY SURFACE CONDITION - TICK AS APPROPRIATE

DRY ☐ DAMP ☐ WET ☐ FLOODED ☐ SNOW ☐ ICE ☐ OTHER _ _ _ _ _ _

Proforma
Figure 010

BM5 05 51 24 0 DAMF 00

G) OFF-RUNWAY SURFACE NATURE AND CONDITIONS : TICK OR SPECIFY AS APPROPRIATE

i) TYPE OF GROUND - SAND ☐ CLAY ☐ STONY ☐ OTHER _ _ _ _ _ _ _ _ _ _

ii) NATURE OF SURFACE - FLAT ☐ UNDULATING ☐ STEPPED/BANKED ☐ OTHER _ _ _ _ _ _ _ _ _

iii) CONDITION OF GROUND - DRY ☐ WET ☐ FLOODED ☐ SNOW ☐ ICE ☐

HARD ☐ SOFT ☐ WATER LOGGED ☐ OTHER _ _ _ _ _ _ _ _ _

iv) WEATHER CONDITIONS AT TIME OF INCIDENT - PLEASE GIVE DETAILS _

v) VISIBILITY - DAY ☐ NIGHT ☐ VISIBILITY _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ METRES

H) WERE ANY OBSTACLES TOUCHED DURING EVENT - PLEASE TICK AS APPROPRIATE.

NONE ☐ RUNWAY LIGHTS ☐ KERB STONE ☐ DRAINAGE CHANNELS ☐ ROCKS ☐ HOLES, BURROW ☐

OTHER _ _ _ _ _ _ _ _ _

SUPPLY DRAWING OR PHOTOGRAPH AND APPROXIMATE DIMENSIONS OF ANY OBSTACLES TRAVERSED

Proforma
Figure 010

BM5 05 51 24 0 DAMG 00

I) BRAKING APPLICATION
WERE BRAKES APPLIED DURING INCIDENT YES ☐ NO ☐

IF YES, AT WHAT POINT IN THE EVENT WERE THE BRAKES APPLIED _____

_____

_____

_____

_____

_____

APPROXIMATE LENGHT OF ON-RUNWAY AND OFF-RUNWAY SKID MARKS IF APPLICABLE:
PLEASE SUPPLY PHOTOGRAPHS OF SKID MARKS IF APPLICABLE

ON-RUNWAY SKID MARK DISTANCE _____ METRES OR _____ FEET

OFF-RUNWAY SKID MARK DISTANCE _____ METRES OR _____ FEET

J) WERE THRUST REVERSERS DEPLOYED DURING INCIDENT YES ☐ NO ☐

K) APPROXIMATE AIRCRAFT VELOCITY IN 3 AXES

VERTICAL _____ m/s FORWARD _____ m/s LATERAL _____ m/s

OR SAME COMMENT AS ABOVE

VERTICAL _____ ft/s FORWARD _____ ft/s LATERAL _____ ft/s

L) NLG STEERING ANGLE (FUNCTION OF TIME IF POSSIBLE) START ___ ° FINISH ___ ___ °
MAX DEVIATION OF NWSA RELATIVE TO DIRECTION OF TRAVEL. DURING OFF RUNWAY TRAVERSE ____ ° AT REST ____ °

M) ENGINE THRUST, AT REST 0% ☐ 5% ☐ 10% ☐ OTHER % _____

DURING TRAVERSE 0% ☐ 5% ☐ 10% ☐ OTHER % _____

N) RESTING ATTITUDE OF AIRCRAFT OFF RUNWAY ROLL ____ ° PORT ☐ OR STARBOARD ☐

PITCH ____ ° NOSE DOWN ☐ OR NOSE UP ☐

Proforma
Figure 010

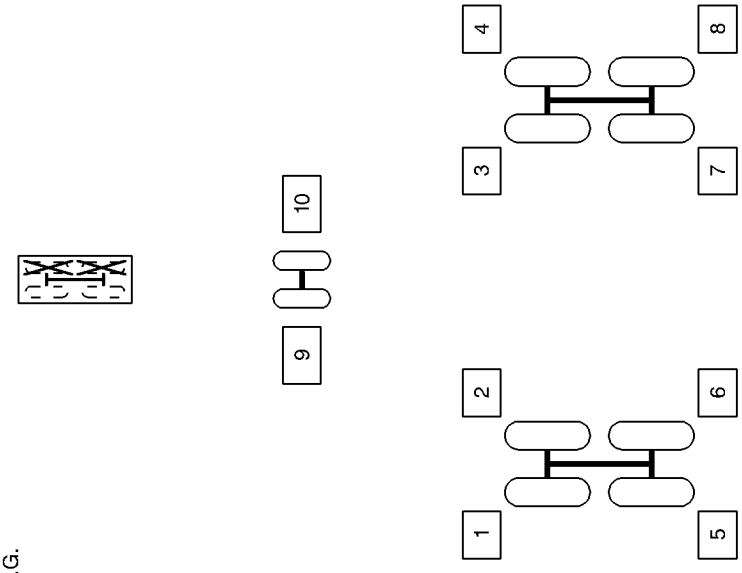
BM5 05 51 24 0 DAMH 00

SECTION 5

DEPTH & NUMBER OF WHEELS IN GROUND: ENTER VALUES IN TABLE.

MARK WHEELS THAT WENT OFF THE RUNWAY WITH A CROSS IN THE DIAGRAM BELOW, E.G.

WHEEL	DEPTH IN GROUND			
	STATIONARY		TRAVERSING	
	CM	INS	CM	INS
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				



Proforma
Figure 010

SECTION 6

DESCRIPTION OF THE RECOVERY (SUPPLY PHOTOGRAPHS):

BM5 05 51 24 0 DAMJ 00

Proforma
Figure 010

INSPECTION AFTER FLIGHT THROUGH SAND DUST STORM/VOLCANIC ASH OR SEVERE CONDITIONS ON GROUND

1. General

Inspection is to be carried out after flight in a severe dust storm ; volcanic ash or after dust contamination during A/C stop.

NOTE : Definition of dust storm:

R A dust storm is an unusual condition in which strong winds blow large
R quantities of sand into the air. A dust storm goes over large
R areas and decreases visibility very much.

NOTE : Definition of volcanic ash:

R Volcanic ash is small particles of rock powder that are blown out of
R a volcano. These particles can go into the atmosphere to the aircraft
R flight levels. They can move thousand of miles and stay in the
R atmosphere for long periods.
R Many events show that engine, and/or APU, operation in volcanic ash
R environments can cause significant damage to the engine and/or APU.

NOTE : In case of contamination on the ground of an aircraft well protected by covers and blanks, as described in 10-11-00, P. Block 1, with all doors and access panels closed and with all flying surfaces retracted, it is only recommended to apply general inspection as described in para. 3C1 and structure inspection as described in para. 3C8.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 3.60 to 5.70m (11 ft. 10 in. to 18 ft. 8 in.)
B.	Warning Notices
Referenced Procedures	
- 10-11-00, P. Block 1	Parking
- 12-13-79, P. Block 1 (PW only)	Engines (Engine Oil System)
- 12-15-38, P. Block 1	Potable Water Replenishing
- 12-21-11, P. Block 1	External Cleaning
- 12-21-12, P. Block 1	Internal Cleaning
- 12-22-00, P. Block 1	Lubrication
- 12-24-34, P. Block 1	Air Data System
- 12-24-38, P. Block 1	Potable Water System Drainage
- 12-32-29, P. Block 1	Hydraulic Fluid
- 12-32-28, P. Block 301	Fuel Sampling for Detection of Microbiological Contamination
- 20-29-13, P. Block 1	Cable Cleaning and Application of Protective Finishes on Cables
- 21-31-12, P. Block 301	Cabin Pressure Outflow Valve
- 21-51-16, P. Block 301	Water Separator
- 21-51-32, P. Block 401	Heat Exchanger
- 21-51-32, P. Block 601	Heat Exchanger
- 24-11-00, P. Block 601	IDG System

ITEM	DESIGNATION
- 26-15-12, P. Block 401	Smoke Detectors
- 28-11-00, P. Block 1	Tanks
- 28-11-00, P. Block 601	Tanks
- 28-12-21, P. Block 401	NACA Intake and Vent Protector
- 29-00-00, P. Block 301	Hydraulic Power - General
- 29-10-00, P. Block 301	Main Hydraulic Power - Pressurization/ Depressurization
- 29-14-12, P. Block 401	Pressure Reducing Valve
- 29-14-13, P. Block 401	RSVR Pressurization Filter
- 29-14-14, P. Block 401	Eng1 Pressurization Line Isolation Check Valve
- 34-10-00, P. Block 301	Flight Environment Data
- 36-11-00, P. Block 501	Engine Bleed Air Supply System
- 36-11-12, P. Block 601	HP Valve
- 36-11-14, P. Block 601	Bleed Valve
- 36-11-15, P. Block 401	Bleed Air Precooler
- 36-11-16, P. Block 601	Fan Air Valve
- 38-10-00, P. Block 301	Potable
- 49-51-13, P. Block 201	Surge Air Valve
- 49-91-12, P. Block 201	Oil Filter
- 49-91-15, P. Block 401	Oil Cooler
- 71-00-00, P. Block 501	Power Plant - General
- 72-00-00, P. Block 601	Engine - General
**ON A/C 001-100,	
- 73-21-00, P. Block 601	Fan Rotor Assembly
- 73-12-03, P. Block 201	Fuel Filter
- 79-21-01, P. Block 401	Lube and Scavenge Pump
- 79-22-01, P. Block 601	Scavenge Oil Filter
**ON A/C 101-200,	
- 72-21-02, P. Block 601	First Stage Compressor Rotor (Fan) Blade Assembly
- 72-23-03, P. Block 601	Fan Exit Rear Case Assembly
- 73-12-03, P. Block 401	Fuel Filter
- 79-21-03, P. Block 401	Oil Filter
**ON A/C ALL	

3. Procedure

A. Job Set Up
(1)Make certain that landing gear ground safety locks are in position.
(2)Depressurize Green, Blue and Yellow hydraulic systems (Ref. 29-10-00, P. Block 301).
(3)De-energize the aircraft electrical network (Ref. 24-41-00,

P. Block 301).
(4)Display warning notices in flight compartment prohibiting operation of all systems.
(5)Position access platforms.

B. Leveling and Measurement
Not applicable.

C. Inspection
(1)General

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Remove loose dust/ash on A/C exterior	X				
		NOTE : Care should be taken not to rub the surface when washing the A/C.	X				
		Dust/ash is very corrosive, good cleaning is necessary to avoid corrosion.	X				
2		Clean A/C interior if required (Ref. 12-21-12, P. Block 1)	X				
3		Clean A/C exterior (Ref. 12-21-11, P. Block 1)	X				
4		Perform complete lubrication of points exposed to sand dust/ash contamination (Ref. 12-22-00, P. Block 1)	X				
5		Check all control cables for dust/ash contamination	X				
6		If control cables are contaminated, clean and reprotect (Ref. 20-29-13, P. Block 1)		X			

(2)Air Conditioning System

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Inspect refrigeration unit cooling	X				

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
		air inlet duct for contamination					
2		Perform heat exchanger inspection/ test (Ref. 21- 51-32, P. Block 601)	X				
3		If contaminated replace heat exchangers (Ref. 21-51-32, P. Block 401)		X			
4		Check water separator coalescer bags for contamination (Ref. 21-51-16, P. Block 301)	X				
5		Replace if contaminated		X			
6		Not Applicable					

(3)Anti-Ice and Pneumatic Systems

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Inspect precooler air inlet and outlet for contamination	X				
2		If contaminated					
		- Replace Bleed Air precooler (Ref. 36-11-15, P. Block 401)		X			
		- Check for correct condition of Fan Air Valve Filter (Ref. 36-11-16, P. Block 601)		X			
		- Check for correct condition of HP Bleed Valve Filters (Ref. 36-11-12, P. Block 601)		X			
		- Check for correct condition of Pneumatic Pressure Regulator Valve (Bleed Valve) Filter (Ref. 36-11-14, P. Block 601)		X			
		- Check nose cowl and wing anti-ice air outlets for contamination		X			
		- Check wing leading edge air cooling for contamination		X			
		- Test engine bleed air supply system (Ref. 36-11-00, P. Block 501)		X			

(4)APU

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Check APU intake and exhaust for contamination	X				
2		If contaminated : - Check for condition of APU Air Valve Filter (Ref. 49-51-13, P. Block 301)		X			
		- Replace oil cooler (Ref. 49-91-15, P. Block 401)		X			
3		If APU Air Valve Filter is contaminated check oil filter (Ref. 49-91-12, P. Block 201)			X		

(5)Engine

**ON A/C 001-100,

NOTE : The following checks should be carried out if the incidents have been caused by a noticeable change in the engine behavior.

NOTE : These inspections are only required after flight through volcanic ash or severe conditions on ground.

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Visually check fan blades, engine inlet and exhaust area for evidence of damage or erosion (Ref. 72-21-00, P. Block 601)	X				
2		Borescope inspect (Ref. 72-00-00, P. Block 601) high pressure compressor and high pressure turbine for evidence of foreign object damage (FOD) or build-up of dust/ash deposits	X				
3		Inspect scavenge oil filter (Ref. 79-22-01, P. Block 601)	X				
4		If contaminated replace lube filter (Ref. 79-21-01, P. Block 401)		X			
5		Perform ground run check for adequa-	X				

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
		te surge margin and parameter shift (Ref. 71-00-00, P. Block 501)					

**ON A/C 101-200,

NOTE : These inspections are only required after flight through volcanic ash or severe conditions on ground.

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Visually check fan blades, engine inlet and exhaust areas for evidence of damage or erosion (Ref. 72-21-02, P. Block 601,72-23-03, P. Block 601)	X				
2		Borescope inspect (Ref. 72-00-00, P. Block 601) high pressure compressor and high pressure turbine for evidence of foreign object damage (FOD) or build-up of dust/ash deposit	X				
3		Remove and inspect main oil filter (Ref. 79-21-03, P. Block 401). (only required after flight through volcanic ash)	X				
4		If damage found, flush oil system (Ref. 12-13-79, P. Block 1-Config 2) (only required after flight through volcanic ash)		X			

**ON A/C ALL

(6)Communication and Navigation

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Inspect electronics racks particu-	X				

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
		larly around cooled components, clean with vacuum cleaner if required					
2		Inspect antennas and temperature probes, replace if significant damage (erosion, etching)	X				
3		Inspect pitot probes and alpha probes, replace if significant damage	X				
4		Open drains of ADS pneumatic system (Ref. 12-24-34, P. Block1) and check for evidence of dust/ash	X				
5		If dust/ash is evidenced, flush system (Ref. 34-10-00, P. Block 301)		X			

(7)Potable Water

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Drain potable water system (Ref. 12-24-38, P. Block 1), flush (Ref. 38-10-00, P. Block 301) and replenish (Ref. 12-15-38, P. Block 1)	X				

(8)Structure

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Check airframe generally for erosion paying particular attention to leading edges, all flight controls, radome and landing gear bays	X				

(9)Electrical Power

NOTE : This inspection is required if air conditioning system or anti

Ice and pneumatic systems are contaminated.

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Inspect A/C generator 1 and 2 drive for contamination (Ref. 24-11-00, P. Block 601)		X			

(10)Hydraulic Power

NOTE : This inspection is required if air conditioning system or anti-ice and pneumatic systems are contaminated.

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Check filter/restrictor 1392		X			
2		Check filter/union 1398		X			
3		Check filter 1376 (Ref. 29-14-13, P. Block 401)		X			
4		If evidence of contamination : - Check all hydraulic filters (Ref. 29-00-00, P. Block 301) - Perform hydraulic fluid contamination detection (Ref. 12-32-29, P. Block 1) - Check pressure reducing valve (Ref. 29-14-12, P. Block 401) - Check Eng. Press. line valve (Ref. 29-14-14, P. Block 401)			X X X X		

(11)Fuel system

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Inspect NACA vents for contamination	X				
		If contaminated : - remove NACA intake (Ref. 28-12-21, P. Block 401)		X			

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
		- inspect interior of surge tank.		X			
		If contaminated :					
		- inspect the interior of the main tanks (Ref. 28-11-00, P. Block 601).			X		
		NOTE : Contamination is expected to start/settle at the inboard end.					
2		Operate water drain valve (Ref. 28-11-00, P. Block 1) and inspect the water obtained.	X				
		If contaminated					
		- take a sample of fuel for analysis (Ref. 12-35-28, P. Block 301).		X			
		If found contaminated					
		- check screens on fuel pumps			X		
		. for inboard pumps					
		. for outboard pumps					
		. for center pump					
**ON A/C 001-100,							
		- check fuel filters (Ref. 73-12-03, P. Block 201).			X		
**ON A/C 101-200,							
		- check fuel filters (Ref. 73-12-03, P. Block 401).			X		
**ON A/C ALL							
3		Inspect the refuel/defuel control panel.	X				
		Clean if contaminated.		X			
4		Inspect the over wing refueling cap.	X				
		Clean if contaminated.		X			

(12)Smoke detection system

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1		Remove avionics smoke detectors (Ref. 26-15-12, P. Block 401)	X				
2		Cleaning smoke detector, according to manufacturer's recommendations		X			

4. Close-Up
Restore systems and aircraft to normal operating condition.

INSPECTION AFTER ENGINE FAILURE

1. General

This inspection must be conducted after an engine failure like :
- heavy engine unbalance, when one or more than one fan blade is lost
- engine seizure

which requires engine removal.

2. Equipment and materials

ITEM	DESIGNATION
A.	Access Platform 1.98 m to 8.03 m (6 ft. 6 in. to 26 ft. 4 in.)
B.	Warning Notices
Referenced Procedures	
- 24-41-00, P. Block 301	External Power
- 29-10-00, P. Block 301	Main Hydraulic Power - Pressurization/ Depressurization
- 71-00-00, P. Block 401	Power Plant
R **ON A/C 001-100,	
- 71-13-01, P. Block 601	Cowl - Core
- 71-13-02, P. Block 601	Cowl Fan
R **ON A/C 101-200,	
- 71-13-00, P. Block 301	Cowl Doors
R **ON A/C ALL	

3. Procedure

A. Job Set-Up
(1)Make certain that nose and main landing gear ground lock are correctly installed.
(2)Depressurize hydraulic systems (Ref. 29-10-00, P. Block 301).
(3)Remove power plant (Ref. 71-00-00, P. Block 401).
(4)De-energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(5)Install warning notices in flight compartment prohibiting operation of all aircraft systems.
(6)Position access platform.

B. Inspection
NOTE : All inspections called for are visual unless otherwise specified in text.
Operators may at their own discretion or at the direction of their Airworthiness Authorities, use non-destructive techniques in

compliance with the Non Destructive Testing Manual (NTM).
Any work upon a system as a result of the inspection for damage that entails disconnection or removal of components, pipes, ducts, cables electrical connectors and mechanical linkages must be followed by a functional test of the system affected.

(1)Pylon

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Examine engine pylon					
A.		Examine pylon panels, doors and auxiliary structure for buckling, cracks and pulled or missing fasteners.	X				
B.		Inspect fire protection system.	X				
C.		Check main frame for distortion, cracks, cracked or flaking paint, loose rivets and evidence of shearing. If damage found (1)Remove or open access doors and inspection panels and inspect panels and adjacent structure for distortion, wrinkles, buckles, tearing of plates at the rivets. (2)Inspect - pylon main frame for condition of spars connected to the side panels - attachments between main ribs, the upper and side panels and the lower spar cap. - electrical cables, hydraulic pipes and engine air bleed system components - various components mounted on the main frame.	X	X			

(2)Nacelles

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Inspect nacelles	X				
		**ON A/C 001-100,					
		Ref. 71-13-01, P. Block 601					
		Ref. 71-13-02, P. Block 601					
		**ON A/C 101-200,					
		Ref. 71-13-00, P. Block 301					

**ON A/C ALL

(3)Engine to pylon and pylon to wing attachments.
NOTE : This inspection will be conducted only if phase 1 check of pylon and nacelle reveals any sign of damage.

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Examine engine-to-pylon attach fittings					
A.		Carry out detailed inspection of attach fittings under main ribs. (1)Check for evidence of distortion, damage to structure (cracks, rupture...) and traces of oxidation or burning.		X			
2.		Examine pylon-to-wing attach fittings					
A.		Remove fillets.		X			
B.		Carry out detailed inspection of front and rear engine pylon-to-wing attachment fittings and adjacent structure on front spar between ribs 8 and 10.		X			

(4)Close-up
Restore system and aircraft to normal operating condition.

INSPECTION AFTER IMPACT ON ENGINE COWLS

1. General

R This inspection must be conducted after impact on engine cowls.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 4 m (13 ft-4 in.)
B.	Warning Notices
Referenced Procedures	
- 29-10-00, P. Block 301	Main
- 54-51-00, P. Block 601	Main Frame
- 54-51-72, P. Block 601	Forward Attach Fitting
- 54-51-75, P. Block 601	Aft Attach Fitting
- 71-00-00, P. Block 401	Power Plant

3. Procedure

A. Job Set-Up

(1)Make certain that nose and main landing gear ground locks are correctly installed.

(2)Install warning notices in the cockpit to tell persons not to operate the systems related to the engines.

(3)Position access platform

B. Inspection

NOTE : All inspections called for are visual unless otherwise specified in the text.

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
R 1.		Impact applied through the cowls and damage only reported on cowls.					
A.		Externally examine the fitting related to the cowl with the adjacent area of the pylon :	X				
R		(1)pylon panels when damage on thrust reverser or core cowl.					
		(2)cantilever structure when damage on inlet cowl, fan cowl or thrust reverser					
R 2.		Impact applied as in para 1 but with subsequent damage to the engine or the equipment/accessories attached to it.					

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
A.		Examine pylon panels, doors and auxiliary structure for distortion, wrinkles, buckles, tearing of plates at the rivets and stringers attached to panels.	X				
B.		Inspect pylon main frame for distortion cracks, cracked or flaking paint loose rivets and evidence of shearing. If damage found, refer to para C.	X				
C.		Remove or open access doors and inspect panels and adjacent structure for distortion, wrinkles, buckles, tearing of plates at the rivets and stringers attached to panels.		X			
D.		Inspect pylon main frame for distortion and condition of spar ribs connected to the side panels. If damage found, refer to para E.		X			
E.		Depressurize hydraulic systems. (Ref. 29-10-00, P. Block 301) Remove engine. (Ref. 71-00-00, P. Block 401)			X		
F.		Inspect forward and aft engine pylon attachments for distortion or cracks. (Ref. 54-51-00, P. Block 601)			X		
G.		Remove fillets			X		
H.		Inspect forward and aft pylon-to-wing attachments (Ribs 12 and 18) for distortion or cracks (Ref. 54-51-72, P. Block 601 and Ref. 54-51-75, P. Block 601)			X		

4. Close-Up
   Restore system and aircraft to normal operating condition.

INSPECTION AFTER SPILLAGE

1. Reason for the Job
   Self Explanatory

2. Equipment and Materials

ITEM	DESIGNATION
Referenced Procedures	
- 51-78-00, P. Block 701	Cleaning Processes

3. Procedure

A. Job Set-Up
(1)Not Applicable

B. Inspection
(1)Refer to the applicable procedure(s):
- For aircraft cleaning after a sewage leakage (Ref. 51-78-00, P. Block 701)
- For aircraft cleaning after a hydraulic fluid leakage (Ref. 51-78-00, P. Block 701)
- For aircraft cleaning after leakage from a fish shipment (Ref. 51-78-00, P. Block 701)
- For aircraft cleaning after an acid or alkali leakage (Ref. 51-78-00, P. Block 701)
- For inspection after mercury spillage (Ref. 51-78-00, P. Block 701).

INSPECTION AFTER ABNORMAL PAX/CREW DOOR MOVEMENT

1. General

R This inspection is to be carried out in case of abnormal pax/crew
R door movement, like lifting or pushing down by a loader or jet way.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 4.6 to 5.2 m (15 to 17 ft)
B. 98A52108008000	Ballast Weight - Passenger/Crew Doors
C. 98A52108003000	Pin-Safety Escape Slide
Referenced Procedures	
- 25-23-41, P. Block 401	Door Frame Lining
- 25-61-11, P. Block 401	Double Escape Slide
- 25-61-15, P. Block 401	Slide/Raft
- 52-10-13, P. Block 401	FWD, AFT Door Lining and Insulation
- 52-10-31, P. Block 401	FWD, AFT Door Latch and Stop Fittings
- 52-11-11, P. Block 401	FWD Passenger/Crew Door
- 52-11-12, P. Block 401	Door Suspension
R - 52-13-11, P. Block 401	AFT Passenger/Crew Door
- 52-13-12, P. Block 401	Door Suspension
- 52-10-00, P. Block 501	Aft/FWD/MID Passenger/Crew Door

3. Procedure

A. Job Set-up

(a) Position access platform.
Following procedure is only applicable for phases 2 and 3.

(b) Safety emergency escape slide, door damper and emergency operation cylinder and door warning system (Ref. 52-10-00, P. Block 301).

(c) Remove either container with double escape slide (Ref. 25-61-11, P. Block 401) or container with slide raft (Ref. 25-61-15, P. Block 401).

(d) Remove door frame linings (Ref. 25-23-41, P. Block 401).

(e) Remove door lining and insulation (Ref. 52-10-13, P. Block 401).

(f) Install ballast weight assy P/N 98A52108008000.

R B. Inspection of the passenger/crew door
(Ref. Fig. 001)
(Ref. Fig. 002)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Fig. Det.
1	2	3	4	5	6	7	8
1.		Visual Inspection of the Door					
A.		Perform visual inspection of the door :	X				

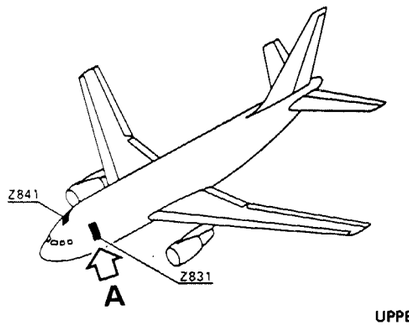
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Fig. Det.
1	2	3	4	5	6	7	8
		- skin in upper and lower area for distortions, crack or tearing					
		- door seal retainer	X				
		- girt bar.	X				
B.		Check opening and closing of the door.	X				
		(1) Check for absence of abnormal noises or hard points.	X				
		(2) Check for free movement of the guide arms.	X				
C.		Check clearance between door edge and frame panel.	X				
		(1) Clearance identical on the whole door periphery (Ref. 52-10-00, P. Block 501).	X				
		(2) Check for door outer contour offsets to door frame.	X				
D.		Check escape slide release mechanism.	X				
		(1) For absence of abnormal noise or hard point.	X				
		(2) Check for free movement of armed/disarmed handle.	X				
		If damage found:					
2.		Detailed Inspection Without Removal					
A.		Inspect support arm.		X			
		(1) Check support arm for cracks, distortions or damaged paint.		X			
		(2) Check support arm attachment fittings to door frame for distortions or torn apart fasteners.		X			F
		(3) Check condition of door side connection links for distortions or damaged paint.		X			G,H
B.		Inspect guide arms.					
		(1) Check upper and lower guide arm wrinkling.		X			
		(2) Check frame side guide arm attachment fitting for		X			B,D

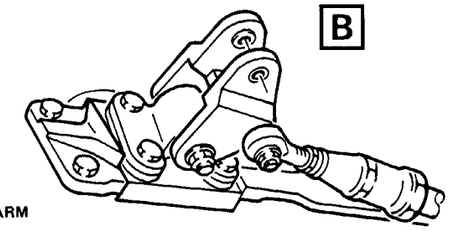
	Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Fig. Det.
	1	2	3	4	5	6	7	8
			distortions or torn apart fasteners.					
			(3) On door side, check guide arm attach fitting for tearing.		X			
			If damage found:					
	3.		Detailed Inspection with Removal					
	A.		Remove door. (Ref. 52-11-11, P. Block 401; 52-13-11, P. Block 401)					
	B.		Support Arm Inspection					
			(1) Remove support arm. (Ref. 52-11-12, P. Block 401; 52-13-12, P. Block 401)					
			(2) Inspect support arm for distortions, cracks or damaged paint.			X		
			(3) Remove support arm attachment fittings on frame.					
R			(Ref. 52-10-31, P. Block 401)					
			(4) Check the under fitting area on frame, for cracks or distortions and elongated holes in frame web.			X		F
	C.		Guide Arm Inspection					
			(1) Remove guide arms. (Ref. 52-11-12, P. Block 401;					
R			52-13-12, P. Block 401)					
			(2) Check guide arms for buckling.			X		
			(3) Remove the guide arm attachment fittings on frame side.					
R			(Ref. 52-10-31, P. Block 401)					
			(4) Check the under fitting frame area for cracks or distortions, and elongated holes in beam web.			X		C,E
	D.		Door Inspection					
			Perform a visual inspection of the door inner structure (especially at frame and beam where support arm is attached), the support arm and guide arm fittings.					

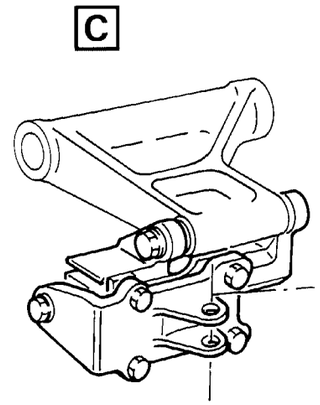
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Fig. Det.
1	2	3	4	5	6	7	8
		Perform visual inspection of the mechanism.					

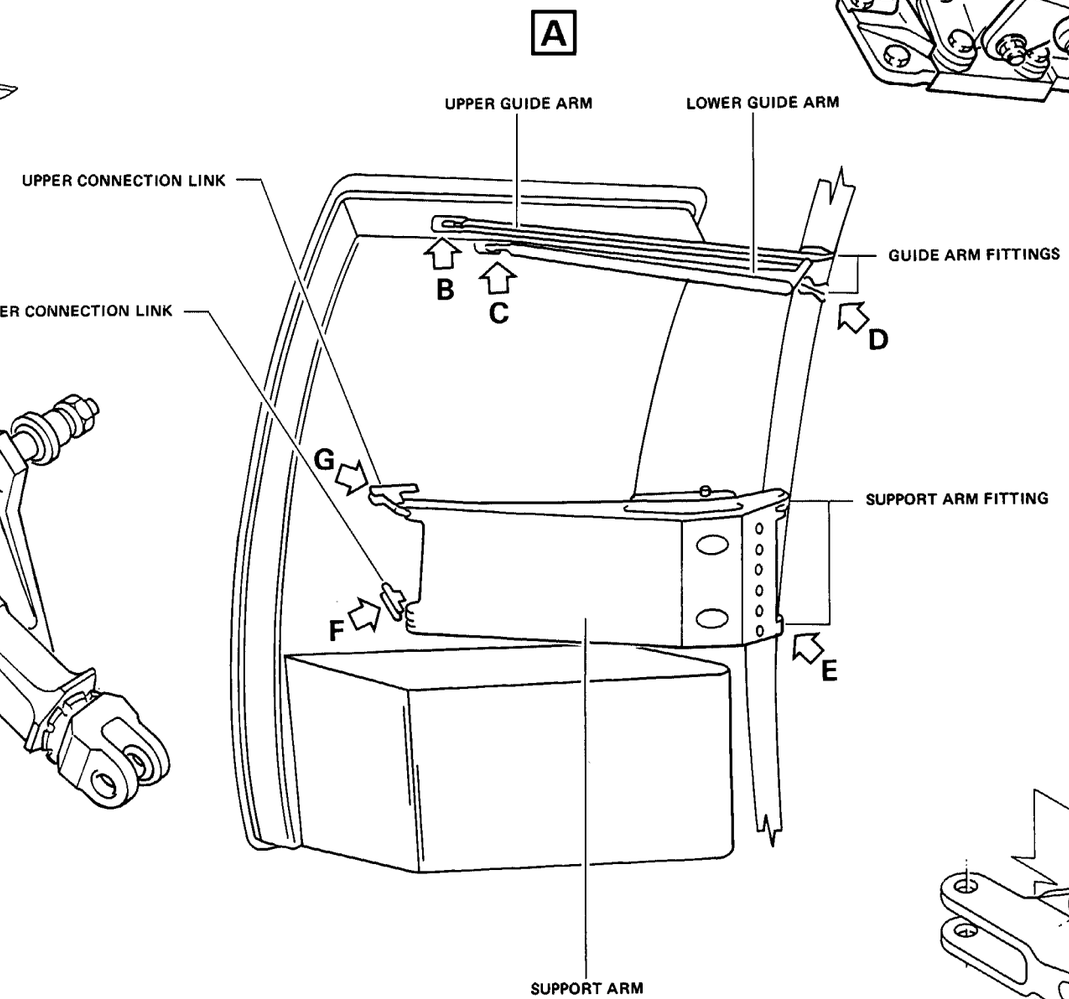
C. Close-up

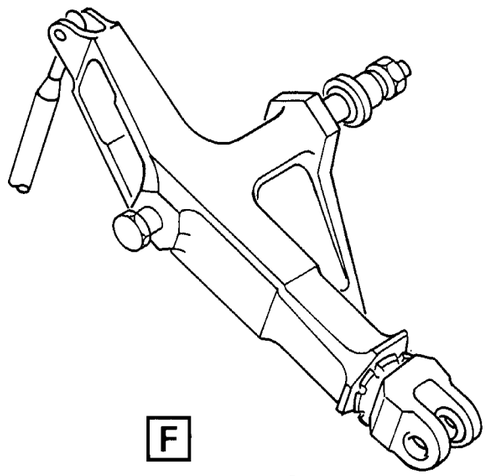
(1)Remove ballast weight assy P/N 98A52108008000.
(2)Install door lining and insulation (Ref. 52-10-13, P. Block 401).
(3)Install door frame lining (Ref. 25-23-41, P. Block 401).
(c)Install either container with double escape slide (Ref. 25-61-11, P. Block 401) or container with slide raft (Ref. 25-61-15, P. Block 401).
WARNING : SPECIAL PRECAUTIONS MUST BE FOLLOWED.
(5)Arm door damper and emergency operation cylinder and door warning system (Ref. 52-10-00, P. Block 301).
(6)Close door.
(7)Remove access platform.

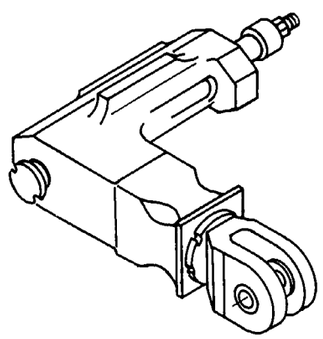


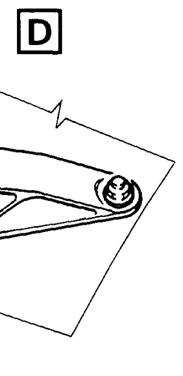


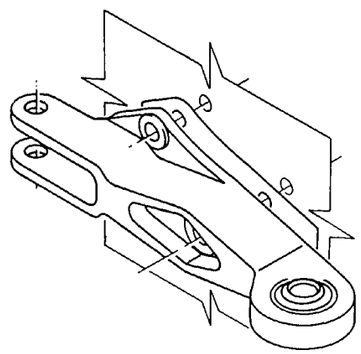


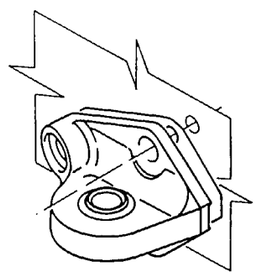












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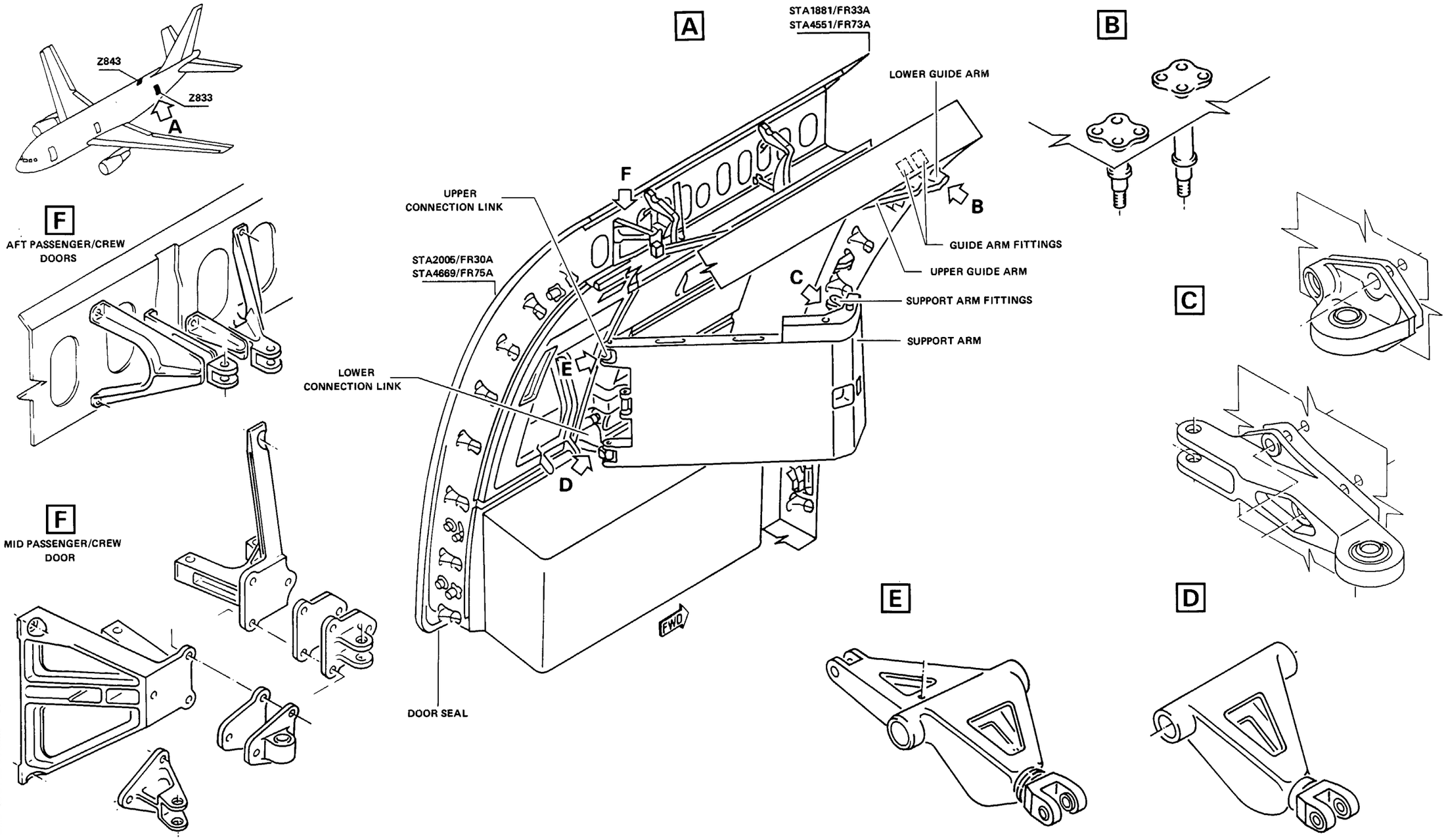
FWD Passenger/Crew Doors
Figure 001



Aft Passenger/Crew Doors
Figure 002

INSPECTION AFTER ABNORMAL CARGO DOOR MOVEMENT

1. General

R This inspection is to be carried out in case of abnormal CARGO door movement like lifting or pushing down by a loader or jet way.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform, 2.30 m (7.50 ft.)
Referenced Procedures	
- 52-30-00, P. Block 1	Cargo Compartment Doors
- 52-30-13, P. Block 401	FWD, AFT Cargo Door Lining and Insulation
- 52-31-11, P. Block 401	FWD Cargo Compartment Door
- 52-32-11, P. Block 401	Aft Cargo Compartment Door
- 52-31-11, P. Block 601	FWD Cargo Compartment Door
- 52-32-11, P. Block 601	AFT Cargo Compartment Door

R 3. Procedure

R A. Job Set-Up
R (1)Position access platform.
R (2)Open cargo compartment door (Ref. 52-30-00, P. Block 1).
R (3)Remove door lining and insulation (Ref. 52-30-13, P. Block 401).

R B. Inspection (Ref. Fig. 001, 002)

R Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Visual Inspection of the Door					
A.		Perform visual inspection of the door :	X				
		- inner and outer skin for distortion, cracks or tearing	X				
		- door seal retainer.	X				C
B.		Check opening and closing of the door	X				
		(1)Check for absence of abnormal noises or hard points.	X				
		(2)Check for free movement of the hinge arms.	X				

R R	Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
	1	2	3	4	5	6	7	8
	C.		Check clearance between door edge and frame panel	X				
			(1)Check gap of skin (Ref. 52-31-11, P. Block 601) (Ref. 52-32-11, P. Block 601)	X				
			(2)Check for door outer contour offsets to door frame (Ref. 52-31-11, P. Block 601) (Ref. 52-32-11, P. Block 601).	X				
			If damage found					
	2.		Detailed Inspection Without Removal.					
	A.		Inspect hinge arm.	X				
			(1)Check hinge arm for cracks, distortion or damaged paint.					
	B.		Inspect door hooks					B
			(1)Check that the hooks are in line with the door frame (Ref. 52-31-11, P. Block 601) (Ref. 52-32-11, P. Block 601)		X			
			(2)If the hook is not in line with the frame, check, the frame fork (Ref. 52-31-11, P. Block 601) (Ref. 52-32-11, P. Block 601)		X			
	C.		Inspect the actuator attachments.					
			(1)Check the longitudinal bracket in the cabin floor for distortion and		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		cracks at the drain holes.					
		(2)Check the fittings at the cargo door for cracks, distortion or damage paint. If damage found		X			
3.		Detailed Inspection With Removal.					
A.		Remove door (Ref. 52-31-11, P. Block 401) (Ref. 52-32-11, P. Block 401). Send to workshop for overhaul.			X		
		Perform a visual inspection of the door inner structure (especially at frame hooks and where the actuator is attached).			X		

4. Close-Up

A. Install door linings and insulation (Ref. 52-30-13, P. Block 401).

B. Close cargo compartment door (Ref. 52-30-00, P. Block 1).

C. Remove access platform.

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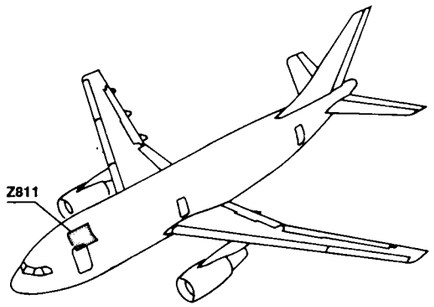

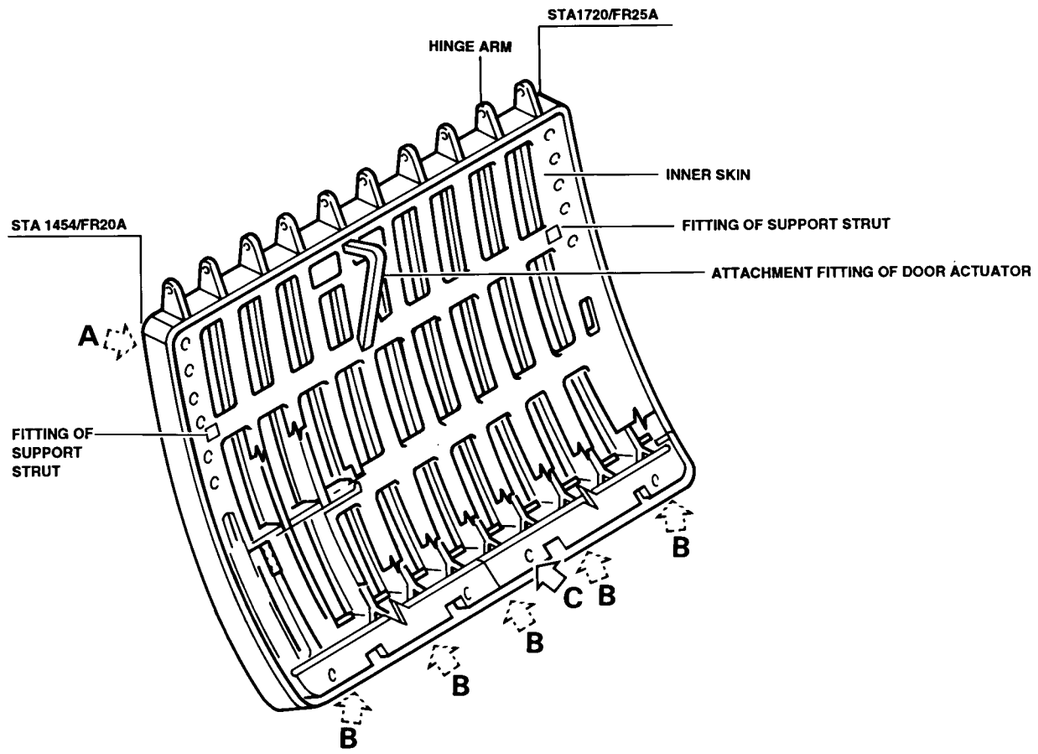

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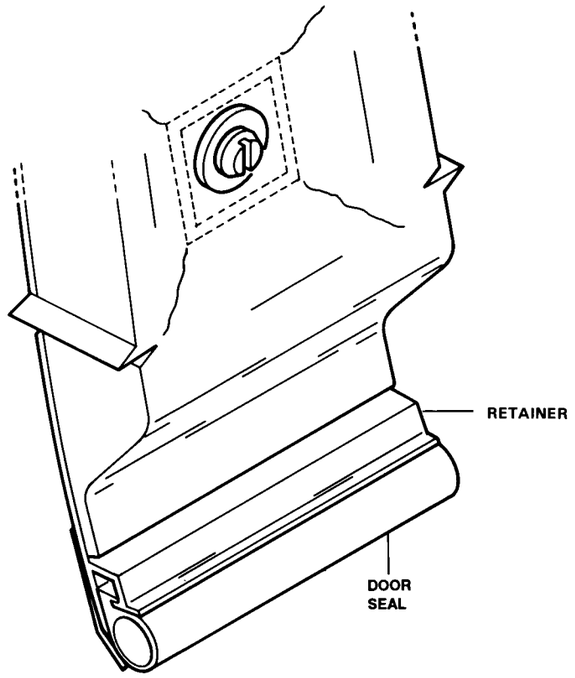

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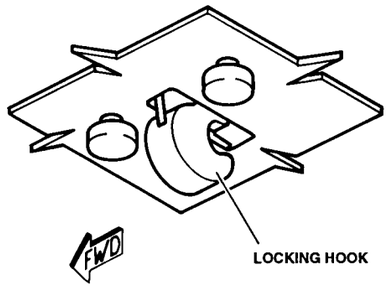

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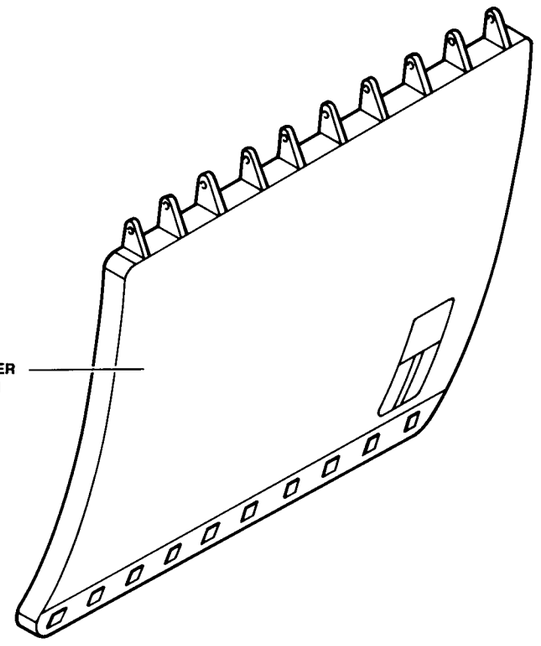

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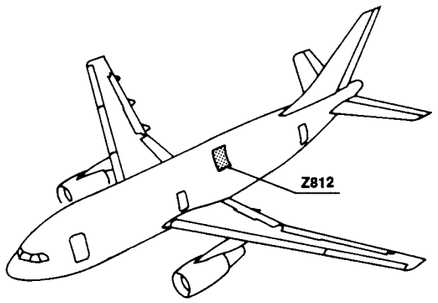
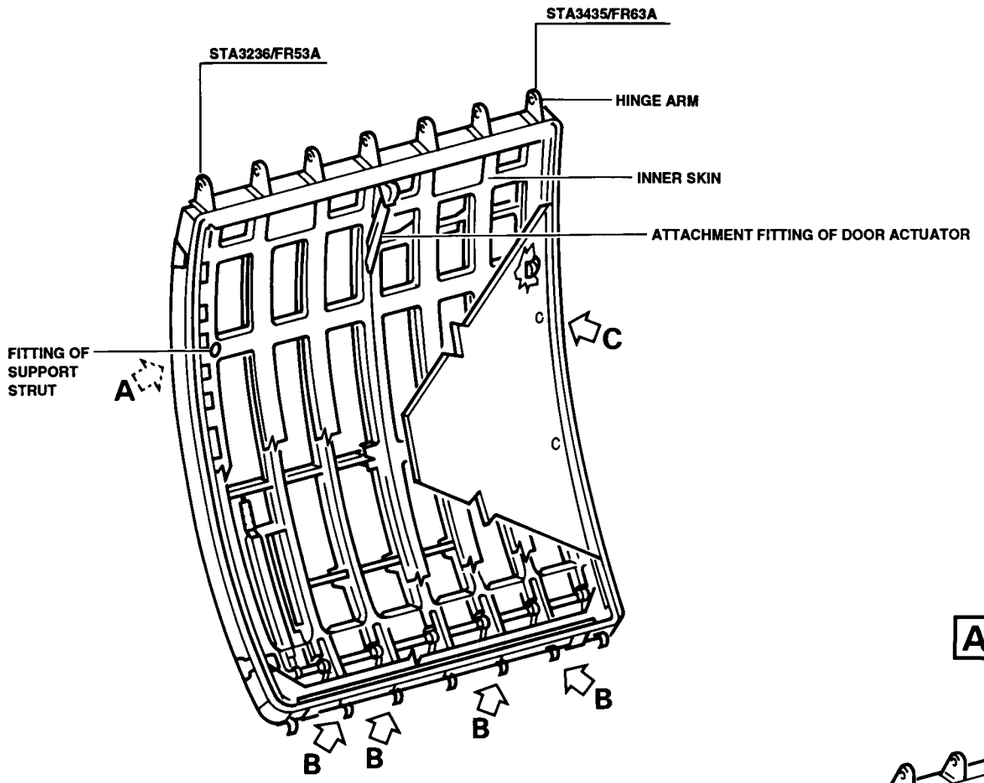
FWD Cargo Compartment Door
Figure 001





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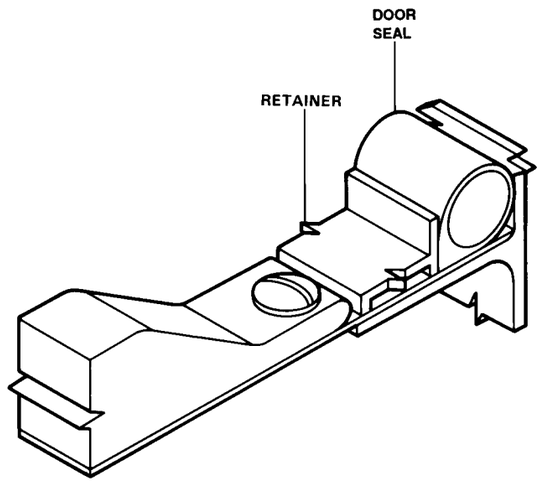

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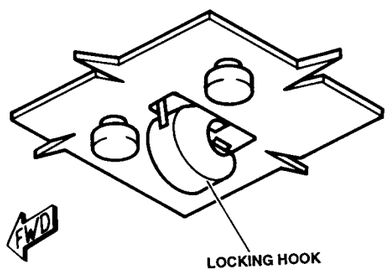

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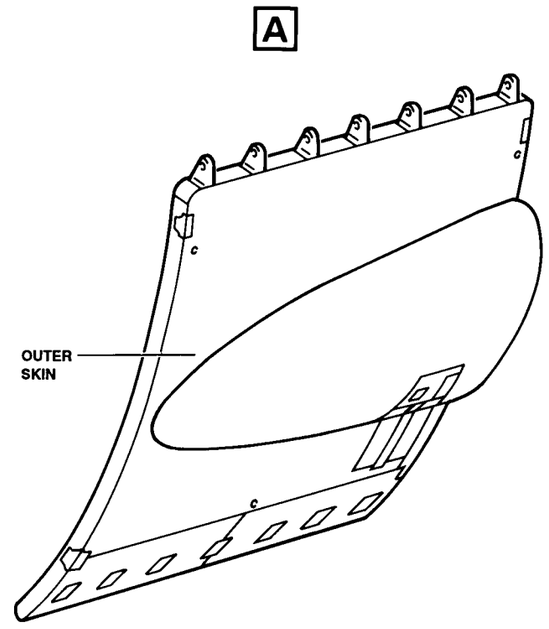

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AFT Cargo Compartment Door
Figure 002

MAIN LANDING GEAR INSPECTION AFTER STEERING ANGLE EXCEEDED AT MAXIMUM PERMISSIBLE WEIGHTS

1. General

The rotation movements during aircraft wheel steering can cause damage to the main landing gear.
These inspections must be performed when the maximum steering angle is exceeded at maximum permissible weights (Ref. MM 09-11-00, P. Block 1).

2. Equipment and Materials

ITEM	DESIGNATION
A.	Warning Notices
Referenced Procedures	
- 07-11-00, P. Block 1	Lifting and Jacking
- 32-11-27, P. Block 401	Torque Links - Main Gear
- 32-11-11, P. Block 401	Leg Main Gear

3. Procedure

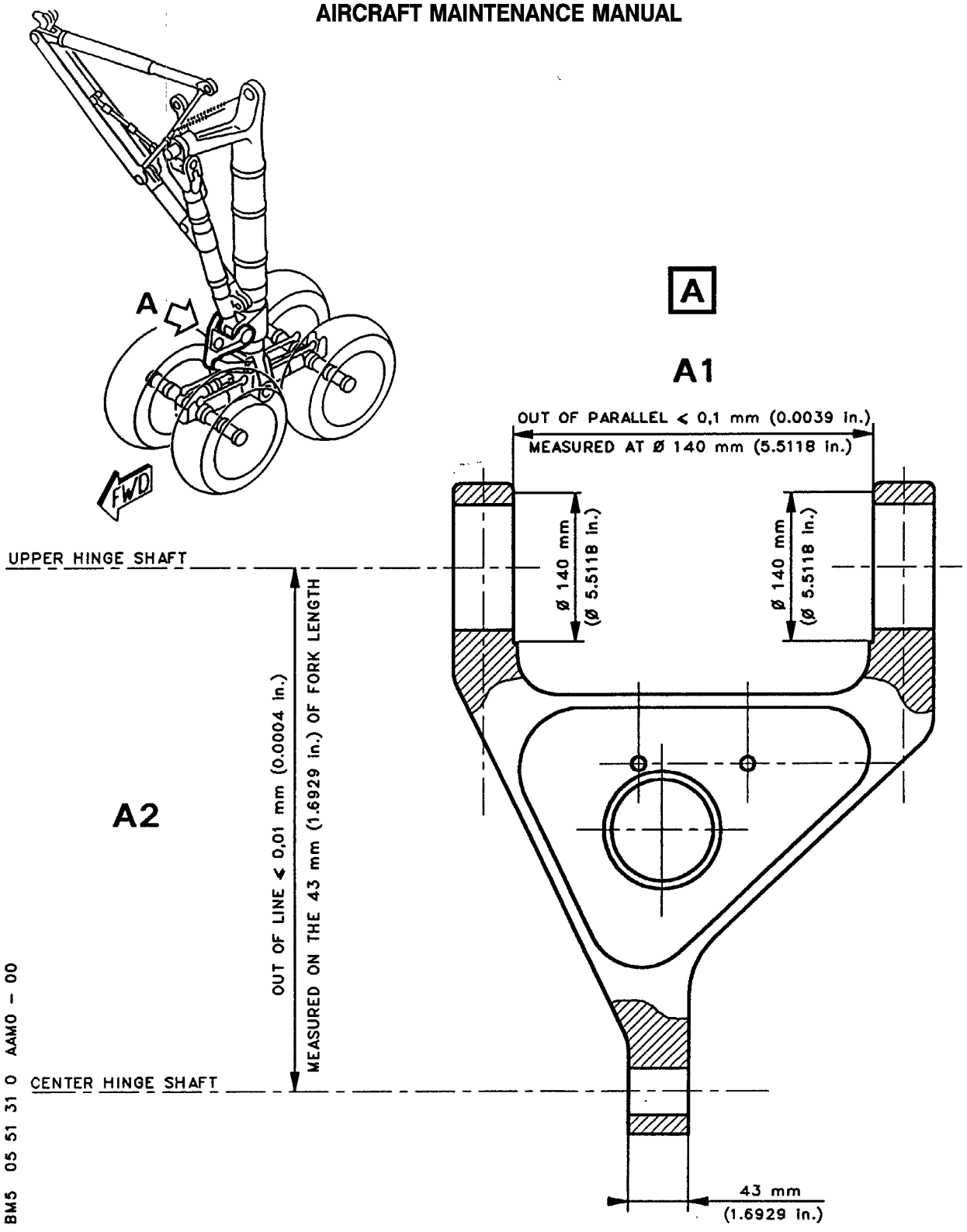
A. Job Set-Up
(1)Make certain that landing gear ground safety locks are fitted correctly.
(2)Jack-up aircraft (Ref. 07-11-00, P. Block 1).

B. Inspection
NOTE : The more critical part is the torque link upper arm (Ref. Fig. 001).

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		On MLG					
A.		Remove torque link upper arm for bay overhaul (Ref. 32-11-27, P. Block 401).			X		
(1)		Check that the misalignment of the upper forks is ≤ 0.1 mm (0.0039 in.) NOTE : Remove the bushes to perform this measurement. If damage is found, remove the landing gear leg for bay overhaul (Ref. 32-11-11, P. Block 401).			X		A1
(2)		Check that the misalignment between the upper hinge shaft and the center			X		A2

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
		hinge shaft is ≤ 0.01 mm (0.0004 in.). If damage is found, remove the LG leg for bay overhaul (Ref. 32-11-11, P. Block 401).					

C. Close-Up
(1)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.
(2)Lower aircraft onto its wheels (Ref. 07-11-00, P. Block 1).
(3)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment, all access equipment and miscellaneous items.



Torque Link Upper Arm
Figure 001

INSPECTION AFTER ENGINE WINDMILLING (AFTER ENGINE IN-FLIGHT SHUT-DOWN)

1. Procedure

A. Equipment and Materials

ITEM	DESIGNATION
Referenced Procedures	
- 72-00-00, P. Block 601	Engine - General

B. Inspection

(1) Do the inspection after engine windmilling (Ref. 72-00-00, P. Block 601).

INSPECTION AFTER OVERWEIGHT TAXIING

1. General

Overweight taxiing is defined as taxiing at a weight that is more than the Maximum design Taxi Weight (MTW).

NOTE : Before flight, you must decrease aircraft weight to that specified in the Aircraft Flight Manual for takeoff.
You must do this inspection if you taxi the aircraft at an overweight of more than 2 % of the Maximum design Taxi Weight (MTW).
You must do this inspection if you taxi an overweight aircraft (regardless of percentage over MTW) and have one of these conditions (or more) :
- high speed ground turn or sharp radius turn
- heavy braking
- taxi over rough pavement
- pivot (sharp radius turn with brake on)
- deflated tire.

2. Equipment and Materials

ITEM	DESIGNATION
Referenced Procedures	
- 12-37-32, P. Block 1	Wheel Replacement
- 32-11-13, P. Block 401	Main Gear Shock Absorber
- 32-11-14, P. Block 401	Bogie Beam
- 32-11-16, P. Block 401	Brace Strut
- 32-11-17, P. Block 401	Lock Link Assembly
- 32-11-18, P. Block 401	Cross Brace Assembly
- 32-12-11, P. Block 301	Main Gear Main Door
- 32-21-14, P. Block 401	Nose Gear Shock Absorber
- 32-22-11, P. Block 301	Nose Gear Main Door
- 32-31-22, P. Block 401	Nose Gear Actuating Cylinder
- 32-31-24, P. Block 401	Nose Gear Telescopic Strut Assy
- 32-31-55, P. Block 401	Brace Strut - Actuating Cylinder

3. Procedure

A. Job Set-Up
(1)Make sure that the safety devices are installed on the landing gears.
(2)Open and safety the main gears doors (Ref. 32-12-11, P. Block 301).
(3)Open and safety the nose gear doors (Ref. 32-22-11, P. Block 301).

B. Inspection

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
A.		Inspection of the NLG					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		(1)Do a visual inspection of the wheels for distorsion, cracks and damaged paintwork.	X				
		If you find damage :					
		(a)Remove the wheels (Ref. 12-37-32, P. Block 1)		X			
		(b)Do a visual inspection of the axle and wheels for damage.		X			
		If you find damage :					
		- tell Airbus Industrie about the results.			X		
		(2)Examine :	X				
		- the nose landing gear and all the components installed on it for cracks, scores, tears, rupture, leakage and damaged paintwork.					
		- the attachment fittings of the nose landing gear.					
		If you find damage :					
		(a)Tell Airbus Industrie about the results.		X			
		(b)In the avionics compartment, examine :		X			
		- the frame 17					
		- the gear well roof,					
		- the roof-to-sidewall joint,					
		- the floor support-strut attach-fittings for distortion, cracks, pulled or torn fasteners and damaged paintwork.					
		If you find damage :					
		- tell Airbus Industrie about the results.			X		
		(3)Examine the shock absorber for external oil leaks.	X				
		If you find damage :					
		- remove the shock absorber for overhaul : (Ref. 32-21-14, P. Block 401) (refer to the manufacturer's instructions for the overhaul procedure).		X			
		(4)Examine the telescopic strut assy and its attachment fittings for	X				

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		distortion, cracks and damaged paintwork.					
		If you find damage :					
		(a)Remove the telescopic strut assy for overhaul : (Ref. 32-31-24, P. Block 401) (refer to the manufacturer's instructions for the overhaul procedure)		X			
		(b)On the aircraft, inspect the attachment fittings for damage.		X			
		If you find damage :					
		- tell Airbus Industrie about the results.			X		
		(5)Examine the NLG actuating cylinder and its attachment fittings for distortion, cracks, pulled or torn fasteners and damaged paintwork.	X				
		If you find damage :					
		(a)Remove the actuating cylinder for strip-down inspection (Ref. 32-31-22, P. Block 401) (refer to the manufacturer's instructions for the strip-down inspection).		X			
		(b)On the aircraft, continue the inspection of the attachment fittings and the gear well (all the items you can see) for distortion, pulled or torn fasteners and damaged paintwork.		X			
		If you find damage :					
		- tell Airbus Industrie about the results.			X		
		(6)If you removed components, install serviceable components :					
		- for the actuating cylinder (Ref. 32-31-22, P. Block 401)					
		- for the telescopic strut assy (Ref. 32-31-24, P. Block 401)					
		- for the shock absorber (Ref. 32-21-14, P. Block 401)					
		- for the wheels (Ref. 12-37-32, P. Block 1).					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
B.		Inspection of the MLG					
		(1)Do a visual inspection of the wheels for distortion, cracks and damaged paintwork.	X				
		If you find damage :					
		(a)Do the inspection of the axle and the axle sleeve for damage and out-of-roundness (Ref. 32-11-14, P. Block 601)		X			
		If you find damage :					
		- tell Airbus Industrie about the results.			X		
		(2)Examine :	X				
		- the MLG and all the components installed on it for cracks, distortion, scores, tears, rupture, leakage and damaged paintwork (specially the drag stay blend area and the torque links)					
		- the attachment fittings of the MLG.					
		If you find damage :					
		(a)Tell Airbus Industrie about the results.		X			
		(b)Examine the MLG well (all the items you can see) for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		If you find damage :					
		- tell Airbus Industrie about the results.			X		
		(c)Examine the aft face of the wing rear spar, gear rib 5 and top and bottom skins for distortion, cracks, pulled or torn fasteners and damaged paintwork.		X			
		If you find damage :					
		- tell Airbus Industrie about the results.			X		
		(3)Examine the shock-absorber sliding rod for external oil leaks.	X				

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		If you find damage :					
		(a)Replace the shock absorber seals : (Ref. 32-11-13, P. Block 401)		X			
		(4)Examine the brace strut assy and its attachment fittings for distortion, cracks and damaged paintwork.	X				
		If you find damage :					
		(a)Remove the brace strut assy for overhaul. (Ref. 32-11-16, P. Block 401) (refer to the manufacturer's instructions for the overhaul procedure).		X			
		(b)On the aircraft, continue the inspection of the brace strut attachment-fitting.		X			
		If you find damage :					
		- tell Airbus Industrie about the results.			X		
		(5)Examine the lock links, the brace strut actuating-cylinder, the cross brace and their attachment fittings for distortion, cracks, damaged paintwork and hydraulic leakage.	X				
		If you find damage :					
		(a)Remove the lock links, the brace strut actuating-cylinder and the cross brace for overhaul (Ref. 32-11-17, P. Block 401) (Ref. 32-31-55, P. Block 401) (Ref. 32-11-18, P. Block 401) (refer to the manufacturer's instructions for the overhaul procedure).		X			
		(b)On the aircraft, continue the inspection of the attachment fittings for damage.		X			
		If you find damage :					
		- tell Airbus Industrie about the results.			X		
		(6)If you removed components, install serviceable components :					
		- for the cross brace (Ref. 32-11-18, P. Block 401)					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		- for the brace strut actuating-cylinder (Ref. 32-31-55, P. Block 401)					
		- for the lock links (Ref. 32-11-17, P. Block 401)					
		- for the brace strut assy (Ref. 32-11-16, P. Block 401)					
C.		Inspection of the fuselage					
		(1)Initial inspection					
		(a)Examine the canted frames at the boundaries of the wheel wells, their junctions, the fittings at frame 50A and adjacent areas.	X				
		(b)Examine the bearing housings of the main gear brace strut attachment at frame 50A	X				
		(2)If you find damage during the inspection of the parts above or the landing gears in phase 1 :					
		(a)Examine the front fuselage :					
		- examine the upper shell from frame 26 to frame 38 between stringers P13 and P'13 for buckling and look for permanent deformation.		X			
		- do a check of the gap between the cargo door and the cargo door stop-fittings for change.		X			
		- examine the rivets around the windows between frame 42 and frame 48.		X			
		(b)Examine the rear fuselage :					
		- first examine the lower shell from frame 55 to frame 61, between stringers P47 and P'47		X			
		- then examine the lower shell from frame 65 to frame 72 between stringers P45 and P'45					
		- then examine the shells around the cargo door frame for buckling, loose rivets, cracked or flaked paint and look for permanent deformation					
		- do a check of the gap between		X			

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1	2	3	4	5	6	7	8
		the cargo door and the cargo door stop-fittings for change.					
		- examine the skin rivets from frame 65 to frame 72 between stringers P22 and P28, LH and and RH, for loose rivets.		X			
		(c)If you find damage during the above phase 2 :					
		- examine two roller tracks on the right side and two rollers tracks on the left side of the centerline (only in cargo compartment II).			X		
		- examine the struts of the frame segments between frame 54 and frame 60 (cargo compartment II).			X		

C. Close-Up

(1)Make sure that the work area is clean and clear of tool(s) and other items.

(2)Remove the ground support and maintenance equipment, the special and standard tools and all other items.

(3)Close the main gears doors (Ref. 32-12-11, P. Block 301).

(4)Close the nose gear doors (Ref. 32-22-11, P. Block 301).

WARNING : WEAR AND ATTACH A SAFETY HARNESS WHEN YOU WORK ON HIGH SECTION. A FALL CAN KILL OR INJURE YOU.

WARNING : MAKE SURE THAT THE SAFETY DEVICES AND THE WARNING NOTICES ARE IN POSITION BEFORE YOU START A TASK ON OR NEAR :
- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND THE RELATED DOORS
- COMPONENTS THAT MOVE.

MOVEMENT OF COMPONENTS CAN KILL OR INJURE PERSONS.

1. General

You must do this inspection if the aircraft was in very high winds on the ground (wind speed of more than 80 knots (150 KM/H)).

NOTE : This procedure is for an aircraft that was in the moored configuration before it was in very high winds.

2. Equipment and Materials

ITEM	DESIGNATION
No specific	Warning Notices
No specific	Adjustable Access Platform 11 m (36 ft. 1 in.)
Referenced Procedures	
- 24-41-00, P. Block 301	AC External Power Control
- 27-24-00, P. Block 501	Hydraulic Actuation (Rudder)
- 27-34-00, P. Block 501	Hydraulic Actuation (ELevator)
- 27-50-00, P. Block 301	Flaps
- 27-54-00, P. Block 501	Hydraulic Actuation and Power Transmission (Flaps)
- 27-60-00, P. Block 301	Spoilers and Speedbrakes
- 27-64-00, P. Block 501	Hydraulic Actuation (Spoilers and Speedbrakes)
- 27-80-00, P. Block 301	Lift Augmenting (Slats and Krueger Flaps)
- 27-84-00, P. Block 501	Hydraulic Actuation and Power Transmission (Slats)
- 29-00-00, P. Block 301	Hydraulic Power - General
- 32-12-11, P. Block 301	Main Gear Main Door
- 32-22-11, P. Block 301	Nose Gear Main Door
- 55-16-11, P. Block 601	Attach Fittings - Trimmable Horizontal Stabilizer
- 55-26-11, P. Block 601	Attach Fittings - Elevator
- 55-30-00, P. Block 601	Vertical Stabilizer

3. Procedure

A. Job Set-Up
(1)Make sure that the safety devices are installed on the landing gears.
(2)Open and safety the main gear doors (Ref. 32-12-11, P. Block 301).
(3)Open and safety the nose gear doors (Ref. 32-22-11, P. Block 301).
(4)Extend the flaps (Ref. 27-50-00, P. Block 301).

(5)Extend the slats (Ref. 27-80-00, P. Block 301).
(6)Extend the spoilers (Ref. 27-60-00, P. Block 301).
(7)Make sure that the electrical circuits are de-energized (Ref. 24-41-00, P. Block 301)
(8)Make sure that the hydraulic systems are depressurized (Ref. 29-00-00, P. Block 301).
(9)Put warning notices in the cockpit to tell persons not to operate the flight control surfaces.
(10)Put the adjustable access platform in position near the area you must examine.

B. General External Inspection

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1		General External Inspection					
A.		Do a general visual inspection of the aircraft from the ground for distortion, damage and fluid leakage	X				

C. Inspection of the Landing Gear

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1		Inspection of the Landing Gear					
A.		Nose Landing Gear					
		(1)Examine the NLG, its attachment fittings on the structure and all the components installed on the NLG for : - distortion, - leakage, - defective attachment, - other damage. NOTE : Carefully examine the hydraulic and electrical connections and the mooring fitting.	X				
B.		Main Landing Gear					
		(1)Examine the MLG, its attachment fittings on structure, the side stay, the forward and aft pintle fittings and all the components installed on the MLG for :	X				

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1		Inspection of the Landing Gear					
		- distortion, - leakage, - defective attachment, - other damage. NOTE : Carefully examine the hydraulic and electrical connections.					

D. Inspection of the Flight Control Surfaces
(Ref. 55-16-11, P. Block 601), (Ref. 55-26-11, P. Block 601),
(Ref. 55-30-00, P. Block 601), (Ref. 27-24-00, P. Block 501),
(Ref. 27-34-00, P. Block 501), (Ref. 27-54-00, P. Block 501),
(Ref. 27-64-00, P. Block 501), (Ref. 27-84-00, P. Block 501).

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1		Inspection of the Flight Control Surfaces					
A.		Rudder					
		(1)Examine the rudder external surface for distortion and damage	X				
		(2)Do a detailed visual inspection (Ref. 55-30-00, P. Block 601) of the actuator fittings 1, 2 and 3 at : - the vertical stabilizer center-box, - the rudder front spar. NOTE : Carefully examine the actuator fitting lugs and the areas of the fittings around the fasteners.	X				
B.		Elevators					
		(1)Examine the elevator external surface for distortion and damage	X				
		(2)Do a detailed visual inspection (Ref. 55-16-11, P. Block 601) (Ref. 55-26-11, P. Block 601) of these parts in the actuator areas :	X				

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1		Inspection of the Flight Control Surfaces - the actuator fittings 1 and 2 and their attachments, - the hinge fittings 2, 3 and 4 and their attachments, - the hinge arms 2, 3 and 4 and their attachments, at the horizontal stabilizer rear-spar and at the elevator front spar.					
C.		Flaps					
		(1)Do a general visual inspection of each control surface and its attachments for distortion and damage.	X				
		(2)Do a visual inspection of the flap track fairings for distortion and damage.	X				
		(3)Examine the external surface and the attachments of each control surface for distortion and damage.	X				
D.		Spoiler					
		(1)Do a detailed visual inspection of the hinge fittings 1 and 2 and their attachments.	X				
2		Operational Test of the Flight Control Surfaces					
A.		Make sure that the work area is clean and clear of tool(s) and other items	X				
B.		Do an operational test of each control surface and make sure that the related surface(s) move(s) smoothly and freely	X				
		(1)For the rudder : (Ref. 27-24-00, P. Block 501)					
		(2)For the elevators : (Ref. 27-34-00, P. Block 501)					
		(3)For the flaps : (Ref. 27-54-00, P. Block 501)					
		(4)For the slats : (Ref. 27-84-00, P. Block 501)					

ITEM	INSP CODE	INSPECTION TASKS	PHASE 1	PHASE 2	PHASE 3	INSP SIGN	REF. FIG.
1		Inspection of the Flight Control Surfaces (5)For the spoilers : (Ref. 27-64-00, P. Block 501)					

E. Close Access
(1)Make sure that the work area is clean and clear of tools and other items.
(2)Close the nose gear doors (Ref. 32-22-11, P. Block 301).
(3)Close the main gear doors (Ref. 32-12-11, P. Block 301).
(4)Remove the access platform(s).
(5)Remove the warning notice(s).

INSPECTION AFTER FLIGHT WITH HIGH LATERAL LOADS

1. Reason for the Job

To do an inspection of the aircraft for structural damage after a flight during which high lateral loads occurred.

NOTE : Typical examples of conditions that can cause high lateral load factors are:
- loss of control involving yaw and/or roll maneuvers
- severe turbulence with A.P. disconnection or in manual mode
- system failures such as rudder trim runaway with crew take over
- etc.

NOTE : If the lateral acceleration occurred when the aircraft was on the ground (landing, taxiing, etc.), it is not necessary to do this procedure.

Refer to the conditions given below to know if it is necessary to do the inspection.

2. Inspection Requirements

If there is a flight crew report of high lateral acceleration, you must get the data from the DFDR or any other device available to know the lateral load factor before the aircraft is released for flight.

NOTE : If excessive turbulence caused the high lateral loads, it is possible that there were also high vertical loads. For high vertical loads, do the inspection after Flight in Excessive Turbulence or in Excess of VMO/MMO (Ref. 05-51-17, P. Block 1).

NOTE : If there is a Flight crew report of high lateral acceleration and if the data from the DFDR or any other device available are
R unusable to know the lateral load factor, contact Airbus before the
R next flight for further information.

A. If the value of the lateral load factor is less than 0.3 g on the two sides of the aircraft:
- this inspection is not necessary and the aircraft can return to service.

B. If the value of the lateral load factor is equal to or more than 0.3 g but less than 0.35 g:
- do the inspection given in Para. 4. of this procedure.
- send the DFDR recording (or equivalent) for the section of the flight during which the event occurred to AIRBUS for analysis.

NOTE : Until the results of the AIRBUS analysis are available and on the condition that no damage is found during the visual inspection as per Para. 4., the aircraft can return to service for a maximum period of one month. AIRBUS will tell you if other inspections are necessary and will send you the related instructions.

C. If the value of the lateral load factor is equal to or more than 0.35 g:
- the aircraft is not permitted to return to flight.
- do the inspection given in Para. 4. of this procedure.

- send the DFDR recording (or equivalent) for the section of the flight during which the event occurred to AIRBUS for analysis.
- get instructions from AIRBUS for preparation of the aircraft for detailed inspection.
- AIRBUS will tell you what action is necessary.

3. Equipment and Materials

ITEM	DESIGNATION
Referenced Procedures	
- 05-51-17, P. Block 1	Inspection after Flight in Excessive Turbulence or in Excess of VMO/MMO
- 53-19-11, P. Block 601	Structure Complete - Inspection/Check
- 55-30-00, P. Block 601	Vertical Stabilizer - Inspection/Check
- 55-36-11, P. Block 601	Vertical Stabilizer Attach Fittings - Inspection/Check
- 55-46-11, P. Block 601	Rudder Attach Fittings - Inspection/Check

4. Inspection

A. Do the inspection after Flight in Excessive Turbulence or in Excess of VMO/MMO (Ref. 05-51-17, P. Block 1), with these additional inspections:
(1)Extend the wing inspection to RIB29.
(2)Do a detailed visual inspection of fuselage (from inside):
- Inspection of FR84 to FR87 above stringer 23.
- Inspection of FR91 at all areas.

B. Do a detailed visual inspection of fuselage external surface under fin-to-fuselage fairing, fin-to-fuselage attach fittings including side load fittings and lower surface of the vertical stabilizer RIB1 (Ref. 53-19-11, P. Block 601), (Ref. 55-30-00, P. Block 601) and (Ref. 55-36-11, P. Block 601).

C. On the vertical stabilizer, do a detailed visual inspection of rudder hinge arms and support fittings NΔ. 1 to 7 and actuator support fittings (Ref. 53-19-11, P. Block 601), (Ref. 55-30-00, P. BLock 601) and (Ref. 55-36-11, P. BLock 601).

D. On the rudder, do a detailed visual inspection of rudder hinge fittings No. 1 to 7 and actuator support fittings (Ref. 55-46-11, P. Block 601).

INSPECTION AFTER FLIGHT OR LANDING IN EXCESS OF LATERAL IMBALANCE

1. Reason for the Job

To do an inspection of the aircraft for structural damage after a flight or a landing in excess of lateral imbalance.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms 1.98 m to 8.03 m (6 ft. 6 in. to 26 ft. 4 in.)
B.	Warning Notices
Referenced Procedures	
- 05-56-00, P. Block 1	Leveling and Measurement After A/C Abnormal Operation
- 24-31-00, P. Block 601	Batteries - DC Generation
- 24-41-00, P. Block 301	AC External Power Control
- 25-52-00, P. Block 501	Semi-Automatic Cargo Loading System
- 27-50-00, P. Block 301	Flaps
- 28-25-00, P. Block 301	Refuel/Defuel System
- 29-10-00, P. Block 301	Main Hydraulic Power - Pressurization/ Depressurization
- 32-10-00, P. Block 601	Main Gear and Doors
- 32-11-13, P. Block 401	Main Gear Shock Absorber
- 32-11-13, P. Block 601	Main Gear Shock Absorber
- 32-12-11, P. Block 301	Main Gear Main Door - (Ground Door(s) Opening)
- 32-21-00, P. Block 601	Nose Gear
- 32-21-14, P. Block 401	Nose Gear Shock Absorber
- 32-21-14, P. Block 601	Nose Gear Shock Absorber
- 32-22-11, P. Block 301	Nose Gear Main Door - (Ground Door(s) Opening)

3. Job Set-up

A. Procedure to confirm a flight in excess of lateral imbalance

NOTE : It is the responsibility of the flight crew to make a report of a flight in excess of fuel wing imbalance.

NOTE : The flight crew must report an excess of lateral imbalance in flight in the logbook only if the aircraft encounters significant vertical accelerations.

NOTE : The flight crew should also record the fuel quantity in each tank, when the lateral fuel imbalance is at its maximum.

(1) Definition of a flight in excess of lateral imbalance

A flight in excess of lateral imbalance is a flight where:

(a) The lateral fuel imbalance exceeds the in-flight limitation provided in FCOM section 2.01.40 page 4A and the payload imbalance is less than 0.05 m (2 in.), or

(b) The lateral fuel imbalance exceeds the in-flight limitation provided in section 5 of FCOM bulletin ref. 829-2 and the payload imbalance is above 0.05 m (2 in.) and less than 0.08 m (3.2 in.).

(2)Confirmation of a flight in excess of lateral imbalance
After a reported flight in excess of lateral imbalance with significant vertical accelerations, wing tank fuel quantities should be compared to envelope cases shown in table 001, to obtain the Nz max value.
If the encountered Nz is above the max value, it is necessary to contact Airbus for event assessment before the next flight.

A300-600/A310 - LATERAL FUEL IMBALANCE CASE IN FLIGHT				
Wing tank fuel quantities				Vertical manoeuvre Nz max value
Louter	Linner	Rinner	Router	
Full	Full	Empty	Empty	1.8
Full	Full	Empty	Full	2.0
Full	Full	Full	Empty	1.8
Empty	Full	Empty	Empty	1.8

Nz Limit Values for Flight in Excess of Lateral Fuel Imbalance
Table 001

B. Procedure to confirm a landing in excess of lateral imbalance
(Ref. Fig. 001)
NOTE : It is the responsibility of the flight crew to make a report of a landing in excess of fuel wing imbalance.
(1)Definition of a landing in excess of lateral imbalance
A landing in excess of lateral imbalance is a landing where:
(a)The lateral fuel imbalance exceeds the landing limitation provided in FCOM section 2.01.40 page 4A and the payload
R imbalance is less than 0.05 m (2 in.).
(2)Confirmation of a landing in excess of lateral imbalance
After a reported landing in excess of lateral imbalance, it is necessary to comply with all the instructions contained within this task before the next flight.
NOTE : This task only applies if the criteria for hard landing defined in AMM 05-51-11 are not reached, otherwise complete AMM 05-51-11 inspection tasks must be carried out.
(a)Fuel imbalance landing events are divided into zone 1 and zone 2:
1 Zone 1: GW < MLW and Delta YCG < 0.40 m (1.31ft.)
or
GW ≥ MLW and Delta YCG < 0.14 m (0.45ft.)
In this case, no action is required.

2 Zone 2: GW < MLW and Delta YCG ≥ 0.40 m (1.31ft.)
or

GW ≥ MLW and Delta YCG ≥ 0.14 m (0.45ft.)
In this case, inspections and reporting are required.
Do this procedure:
- Do the inspection in paragraph 4.C.
- On the condition that there are NIL findings during the inspection task, the aircraft can return to service for a maximum period of 30 days and until AIRBUS instructions are available.
- If there are findings related to phase II, report to Airbus and A/C is AOG.
- Airbus will instruct during this period for other inspections if necessary or will confirm that no further actions are required.
- Immediately contact Airbus and send the complete DFDR rough data file if possible (or QAR, if available), the load and trim sheet or the following parameters for analysis:
  - Quantity of fuel per tank at landing
  - Lateral YCG displacement due to cargo loading
  - Landing weight
  - Vz time history (DFDR data or QAR, if available)
  - Vx at impact
  - Beta at impact
  - Nz time history (DFDR data or QAR, if available)
  - Ny (DFDR data or QAR, if available)
  - Roll and roll rate at impact (DFDR data or QAR, if available)
  - Pitch and pitch rate at impact (DFDR data or QAR, if available).

  NOTE : Send the complete DFDR rough data file if possible.

4. Procedure

A. Job Set-Up
(1) Make certain that nose and main landing gear ground locks are correctly installed.
(2) Extend flaps and slats (Ref. 27-50-00, P. Block 301).
(3) Open main gear main doors (Ref. 32-12-11, P. Block 301).
(4) Open nose gear main doors (Ref. 32-22-11, P. Block 301).
(5) Depressurize hydraulic systems (Ref. 29-10-00, P. Block 301).
(6) De-energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(7) Place warning notices in flight compartment prohibiting operation of all aircraft systems.
(8) Position access platforms.

B. Leveling and Measurement
See text, C. Inspection.

C. Inspection after Landing with Excessive Fuel Wing Imbalance

NOTE : All inspections called for are visual unless otherwise specified in the text.
Operators may, at their own discretion or at the direction of their airworthiness authority, use non-destructive techniques in compliance with the Non-Destructive Testing Manual (NTM).

Any work upon a system as a result of the inspection for damage that entails disconnection or removal of components, pipes, ducts, cables, electrical connectors and mechanical linkages must be followed by a functional test of the system affected.
If there is damage to the aircraft structure, refer to the Structural Repair Manual (SRM). The SRM has the approved damage limits and repair procedures.
If it is necessary to open (remove) access panels and doors, examine them. Make sure that:
- They are aligned correctly,
- They have no distortion or cracks,
- The paint is not damaged,
- All fasteners and safety devices are in the correct position.

(1)Before starting phase 1 checks, carry out a general external inspection of the aircraft for obvious damage and fluid leakage, paying particular attention to landing gears, wheels, tires and brake units.

(2)Perform the following inspection tasks (starting with phase one) before the next flight, limited to:

(a)Landing gear
(Ref. Fig. 002)
(Ref. Fig. 003)

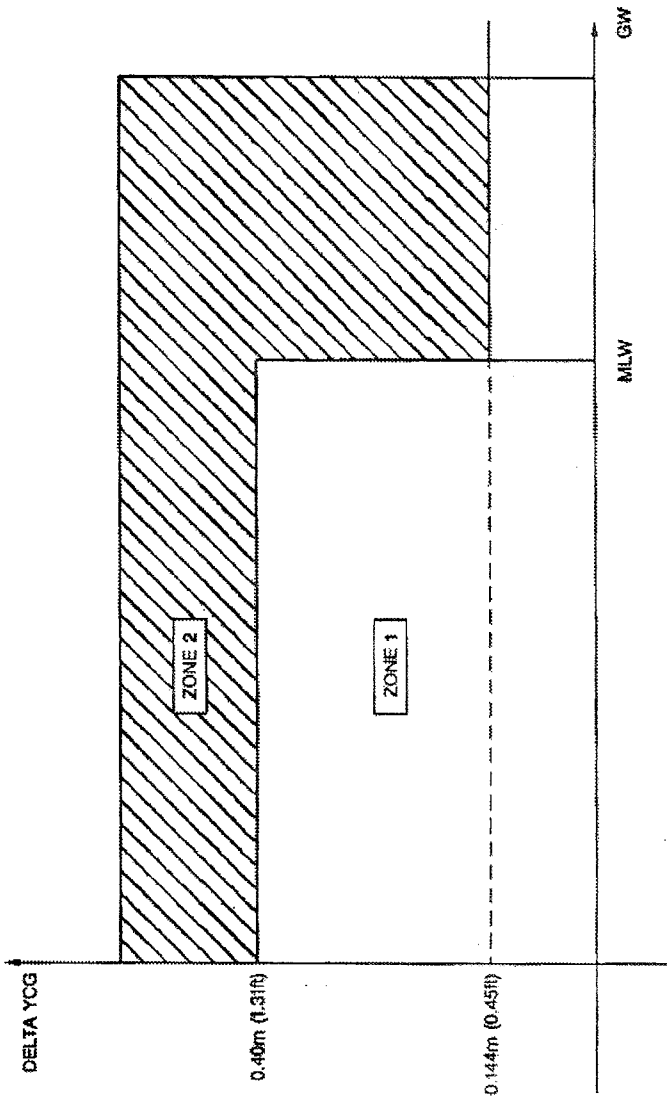
	Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
	1	2	3	4	5	6	7	8
	1.		Main Gear					
			CAUTION : IN ADDITION TO THE FOLLOWING MLG INSPECTION, AND ONLY IF THE CRITERIA DESCRIBED IN PARA. 3 HAVE BEEN EXCEEDED (ZONE 2 EVENT), APPLY SB 57A6101 REV.3, OR LATER APPROVED REVISIONS, WITHIN 30 DAYS. IF A SECOND HARD LANDING EVENT IS EXPERIENCED WITHIN THE 30 DAYS (WITH INSPECTION NOT YET ACCOMPLISHED), THE GRACE PERIOD SHALL NOT EXCEED 30 DAYS STARTING FROM THE FIRST HARD LANDING EVENT.					
R			E.G. : - EVENT 1 AT TIME ORIGIN (T.O.) AND EVENT 2 AT T.O. + 21 DAYS,					
R			- GRACE PERIOD TO INSPECT MLG RIB 5 BECOMES 9 DAYS FROM					

	Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
	1	2	3	4	5	6	7	8
			EVENT 2 AND NOT 30 DAYS.					
			NOTE : The hard/hard overweight landing event induces a new starting					
R			point for embodiment of					
R			**SB57A6101 Rev.3,** or later					
R			approved revisions, and will					
R			lead to new repeated inspection					
R			at each interval of **400FC,** no					
R			matter where the accomplishment					
R			timescale of **SB57A6101 Rev.3,**					
R			or later approved revisions,					
R			was at the time of the event.					
	A		Shock Absorbers and Pitch Dampers					
			(1)Inspect shock absorbers and pitch dampers for leakage.	X				
			(2)Check shock absorber and pitch damper charging pressure (Ref. 32-11-13, P. Block 601 and Ref. 32-10-00, P. Block 601).	X				
			(3)Inspect main gear (Ref. 32-10-00, P. Block 601).	X				
			NOTE : In the event of crab landing, check verticality of gear leg by checking the brace strut and cross brace (buckling or elongation).	X				
			If damage found:					
			Check right and left gear bogie beams as follows.		X			
	B		Bogie Beam Inspection (Main Landing Gear, Left and Right)					
			Check for twist and buckling.		X			
			Method of inspection: (Ref. 05-56-00) Viewing, with the aid of a theodolite or any other approved method, of the following points:					
			- Forward wheel axis					
			- Bogie beam hinge point					
			- Rear wheel axis.					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
		CAUTION : IF THE FIGURES AND DIMENSIONS OBTAINED ARE NOT WITHIN THE LIMITS QUOTED IN THE MANUAL, A DETAILED INSPECTION OF THE MAIN LANDING GEARS AS DESCRIBED BELOW SHALL BE CARRIED OUT.					

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
C		Main Landing Gear Leg					
		NOTE : It is assumed that the aircraft has been placed in a maintenance status.					
		(1)Remove shock absorber assembly from main gear leg (Ref. 32-11-13, P. Block 401).			X		
		(2)Inspect main gear leg.			X		
		(3)Carry out detailed inspection of shock absorber upper clevis/face.			X		
		If damage found:					
		(4)Inspect lower face of shock strut shock absorber pick-up (gain access through charging valve seat). Use an endoscope (borescope) to check for twist, distortion, cracks, deformation and other damage.			X		
		NOTE : If endoscope (borescope) inspection reveals any evidence of damage or distress, the main landing gear assembly must be removed for overhaul.					
D		Main Wheel Well					
		Inspect the front and rear pick-up fittings with universal ball joint, cross brace and attachment fittings (left and right main gear) for:			X		
		(a) signs of impact around pick-up fittings at rear of Rib5			X		
		(b) signs of impact at the bottom of the gear trunnion housing and ball joint at Rib4/rear spar.			X		
2.		Nose Gear					
A.		Shock absorber					
		(1)Inspect shock absorber for leakage.	X				
		(2)Check shock absorber charging pres-	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
		sure (Ref. 32-21-14, P. Block 601).					
		(3)If damage/leakage is found, remove shock absorber for overhaul (Ref. 32-21-14, P. Block 401).		X			
B.		Inspect hydraulic and electric installations on nose gear leg for correct condition.	X				
C.		Check nose gear (Ref. 32-20-00, P. Block 601).	X				
		(1)Check of tightening torque of shock absorber to shock strut fasteners (Ref. 32-21-00, P. Block 601).	X				
		CAUTION : THIS INSPECTION CAN BE PLANNED WITHIN A GRACE PERIOD OF 1 MONTH. HOWEVER, IF A FORMER "HARD LANDING EVENT (Ref. AMM 05-51-11)" HAS BEEN EXPERIENCED IN THE LAST 3 MONTHS (WITH INSPECTION NOT YET ACCOMPLISHED), THIS INSPECTION HAS TO BE PERFORMED BEFORE FURTHER FLIGHT.					
D.		Inspect wheels and tires for correct condition (Ref. 32-41-00, P. Block 601).	X				
E.		Visually check that the safety pin can be installed easily on the nose gear telescopic strut: - It has completely and easily rotated the fork-type lever of the ground locking system. - Its stop flange abuts against the housing of the telescopic strut locking system (full insertion).	X				
		If these conditions are not met or if there is some doubt, inspect nose gear (Ref. 32-21-00, P. Block 601).		X			



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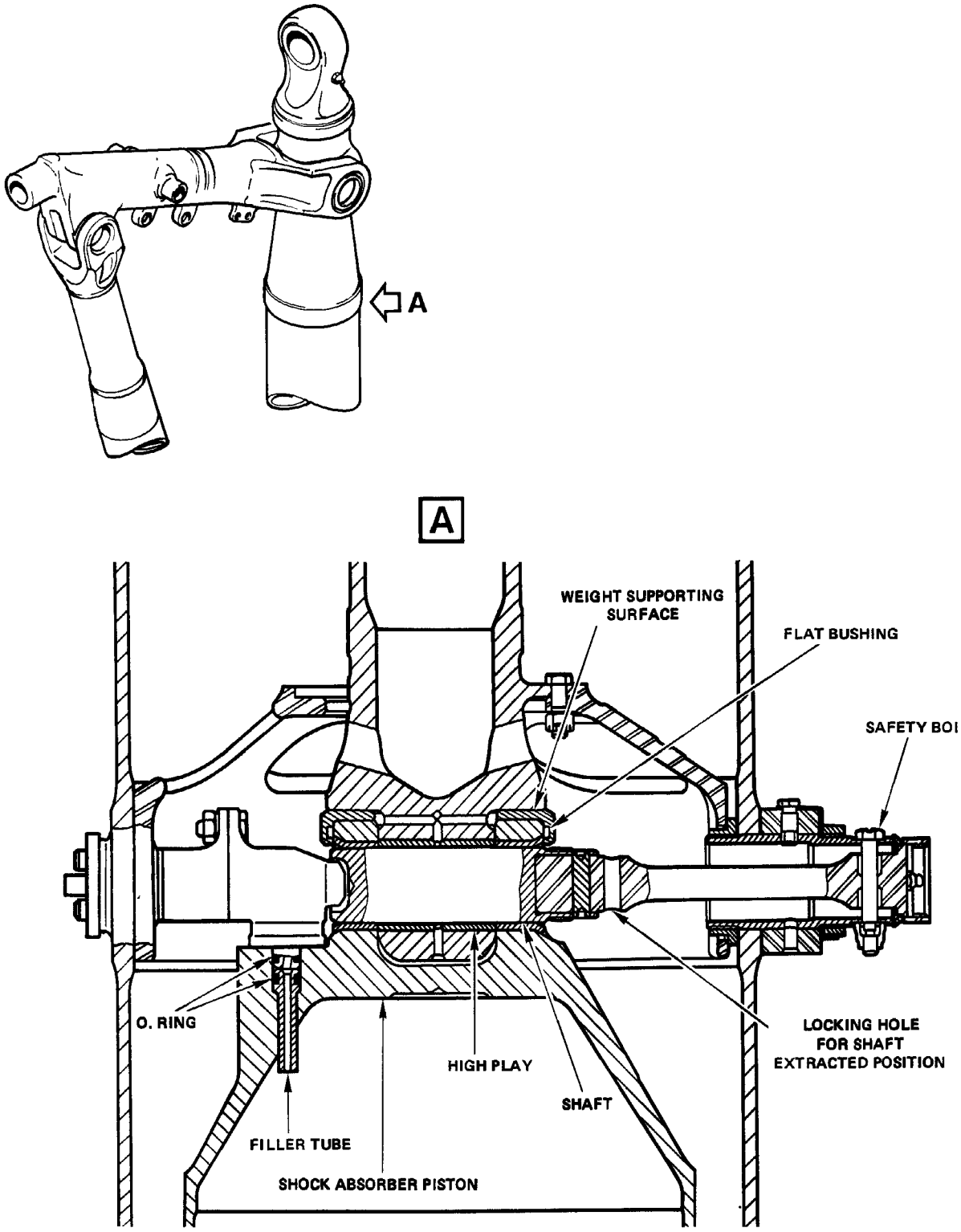
Definition of Landing With Excessive Fuel Wing Imbalance
Figure 001



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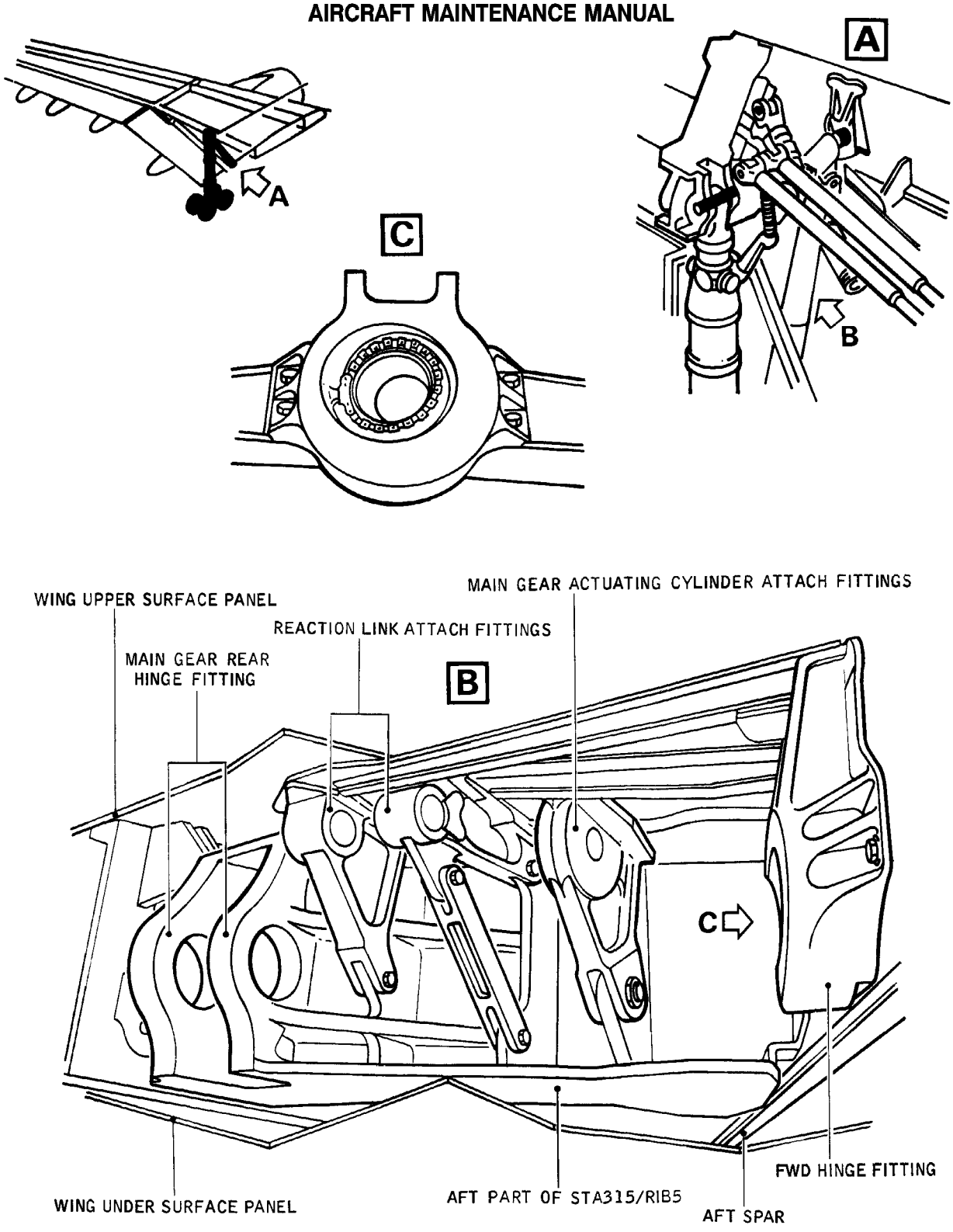
Main Landing Gear Shock Absorber Attachments
Figure 002



Main Landing Gear Attachment Fittings
Figure 003

(b)Main gear doors/fairings

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Main Gear Doors					
A		Inspect the doors, the hinges and the adjacent structure.	X				
2.		Main-Gear Fixed-Fairing					
A		Inspect the fixed fairing and the attachments to the main-gear leg.	X				
3.		Main-Gear Hinged Fairing					
A		Inspect the hinged fairing and the attachments to the main-gear leg and the wing.	X				

(c)Fuselage Section - Between STA2241/FR39 and STA2931/ FR54 - Frames and Stringers (Ref. Fig. 004)

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Fuselage Section - between STA2241/FR39 and STA2931/FR54					
A		Check transverse skin splices, externally, at FR39 and FR54 between stringers 43LH and 43RH for buckling, loose rivets and cracked or flaking paint.	X				
B		Check fuselage skin externally between FR39 and FR47 and stringers 34LH and 34RH for buckling, loose rivets and cracked or flaking paint.	X				
C		Check the canted frames at the boundaries of the wheel wells, their junctions, the fittings at FR50A and the adjacent areas.	X				
D		Check the main gear brace strut attachment bearing housings at FR50A.	X				
E		Check the longitudinal edging spars of the central beam section, STA2453/FR44 to STA2878/FR53.	X				
		If damage is found:					
		(1) Check the floor of the central beam and the support rod.		X			
		(2) Check the passenger cabin floor structure and support rods in main gear well.		X			
		If damage is found:					
		(a) From FR40 to FR54, inspect upper fuselage splices of stringers 13LH and 13RH.					
		Internal check			X		
2.		Fuselage upper panels - between STA2241/FR39 and STA2931/FR54	X				

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
A		Inspect the fuselage upper panels below stringer 22. If damage is found:	X				
B		Inspect the window frames and the rivets around the windows between FR40 and FR48. If damage is found: - Contact AIRBUS for further instructions.		X			

(d)Wings (Ref. Fig. 005, 006)

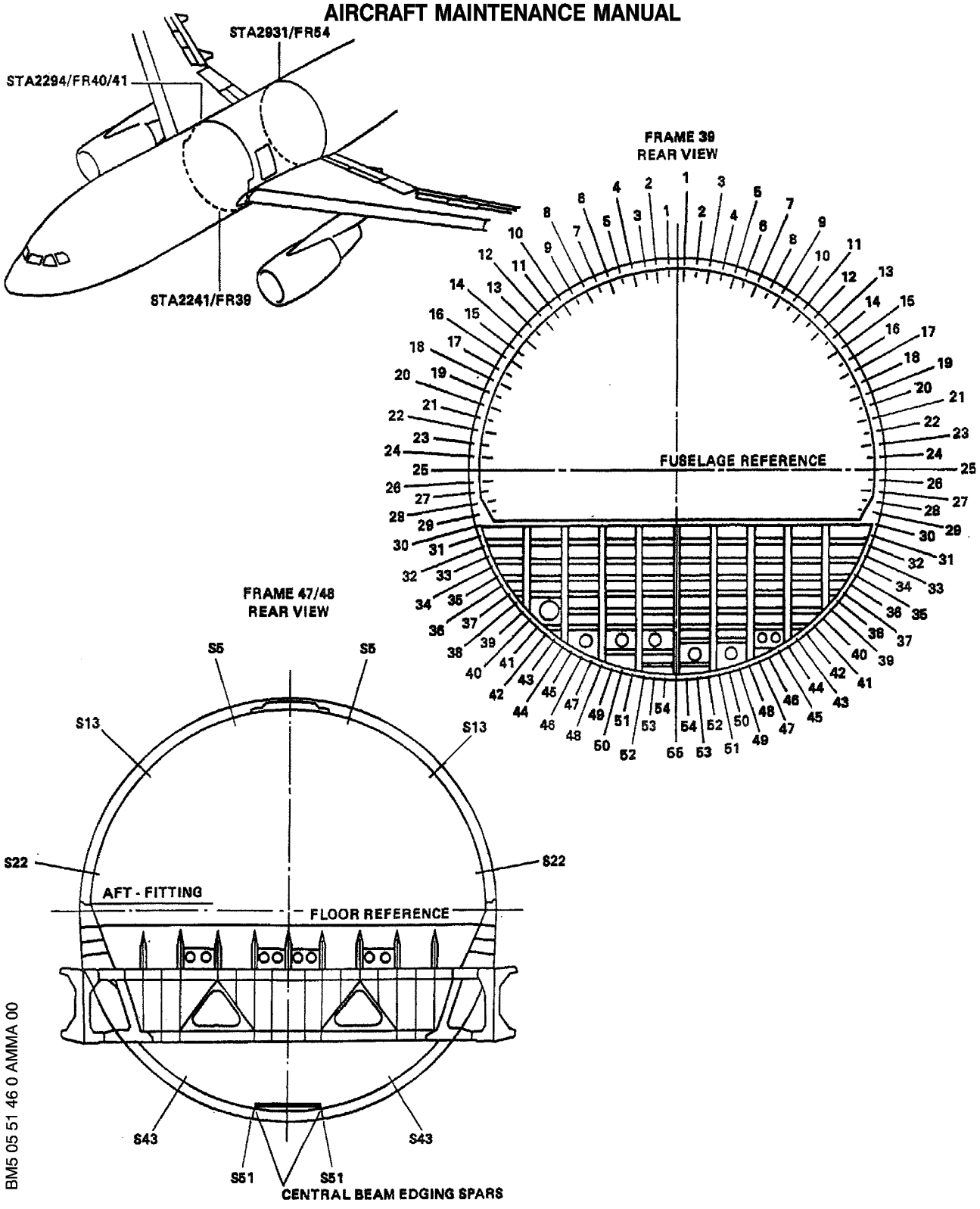
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Wing-rib 1 to rib 10 Leading & Trailing Edge Structure Front, Rear and False rear spars and trailing edge, the Krueger flap, Box section and Slats					
A		Inspect the front, rear and false rear spars, shroud box, fitted shroud, riblets, stringers and brackets. Make sure that: - there are no cracks, - there is no damage, - there are no fluid leaks, - the fasteners and safety devices are in the correct condition.	X				
B		If there are signs of damage:					
		(1)Defuel the wing (Ref. 28-25-00, P. Block 301).		X			
		(2)Gain access to the wing adjacent to the damage. Do a full internal inspection of all the rib 1-10 riblets, stringers, brackets and plates, paying particular attention to areas adjacent to MLG, pylon,		X			

Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
		flap beam attachments and RIB 9 splice. Make sure that: - there are no cracks, - there is no damage, - the paint and the sealant are not damaged, - the fasteners are in the correct condition.					

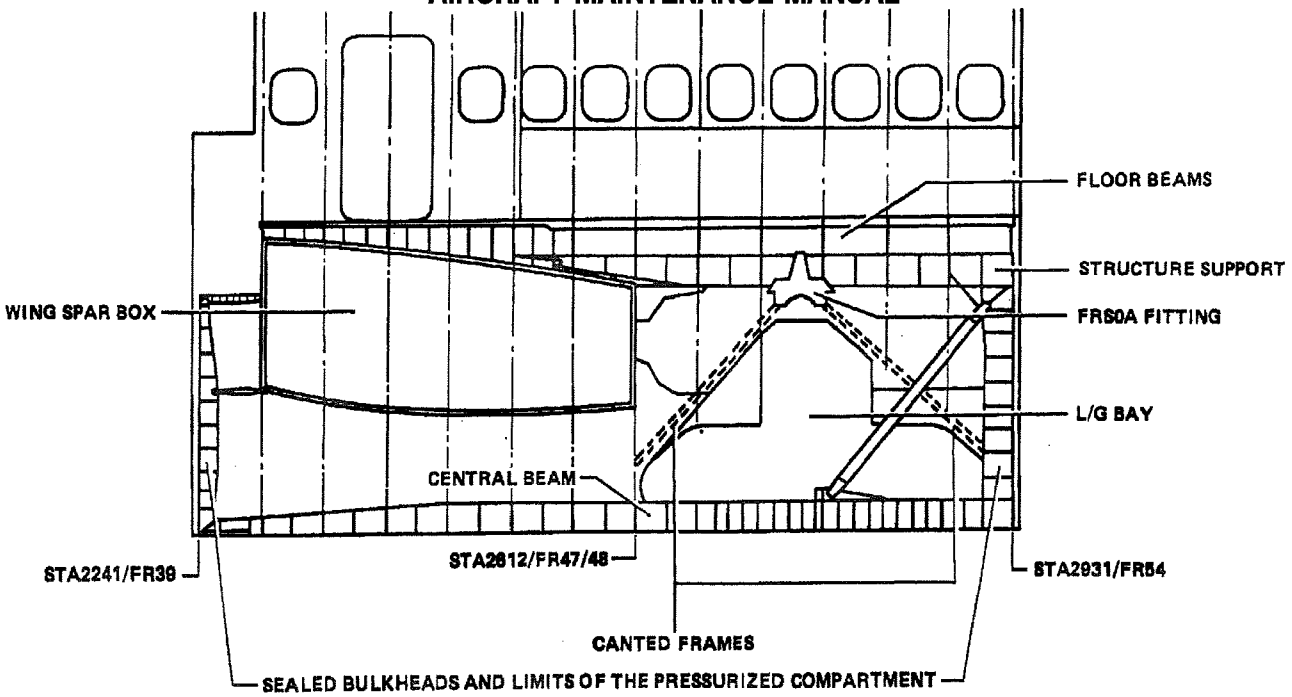
(e)Cargo compartments

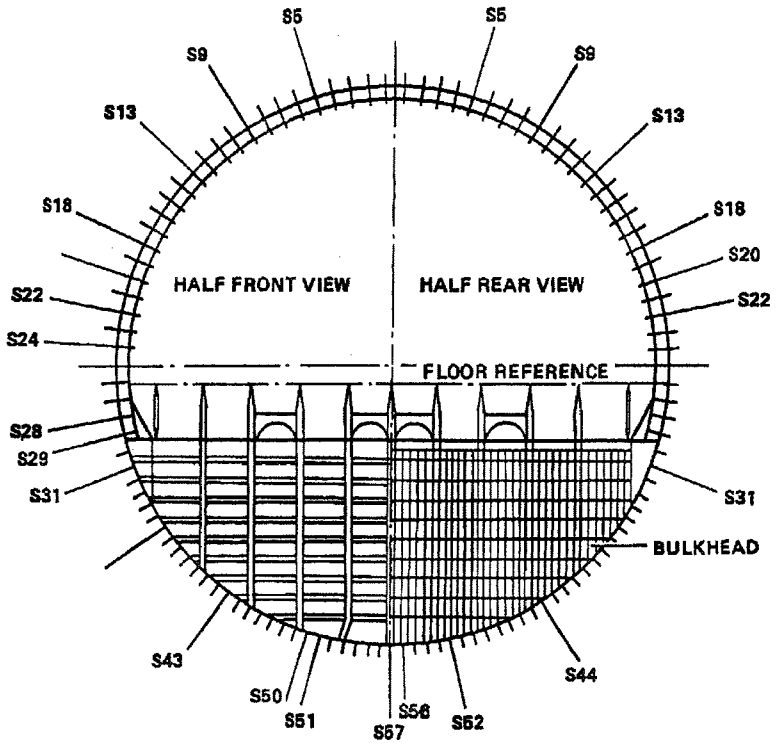
Item	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Cargo Compartments (Zones 130/150)					
A		Check compartments as visible, for general condition and damage.	X				
		If damage is found:					
		(1) Check loading and unloading of containers/pallets and inspect cargo restraint system. In forward and aft cargo compartments, visually check side guides, pallet locks and rollers (ball units, roller assemblies, drive units, guide latches and tracks) for freedom of movement (Ref. 25-52-00).		X			
		(2) Check cargo compartment oxygen, fire extinguisher mounting brackets and containers for damage, condition and security of attachment (Ref. 25-52-00).		X			

D. Test Set-Up
(1)Make certain that all working areas are clean and clear of tools and miscellaneous items of equipment.
(2)Remove access platforms.



Fuselage Section - Between STA2241/FR39 and STA2931/FR54
Frames and Stringers sheet 1/2
Figure 004





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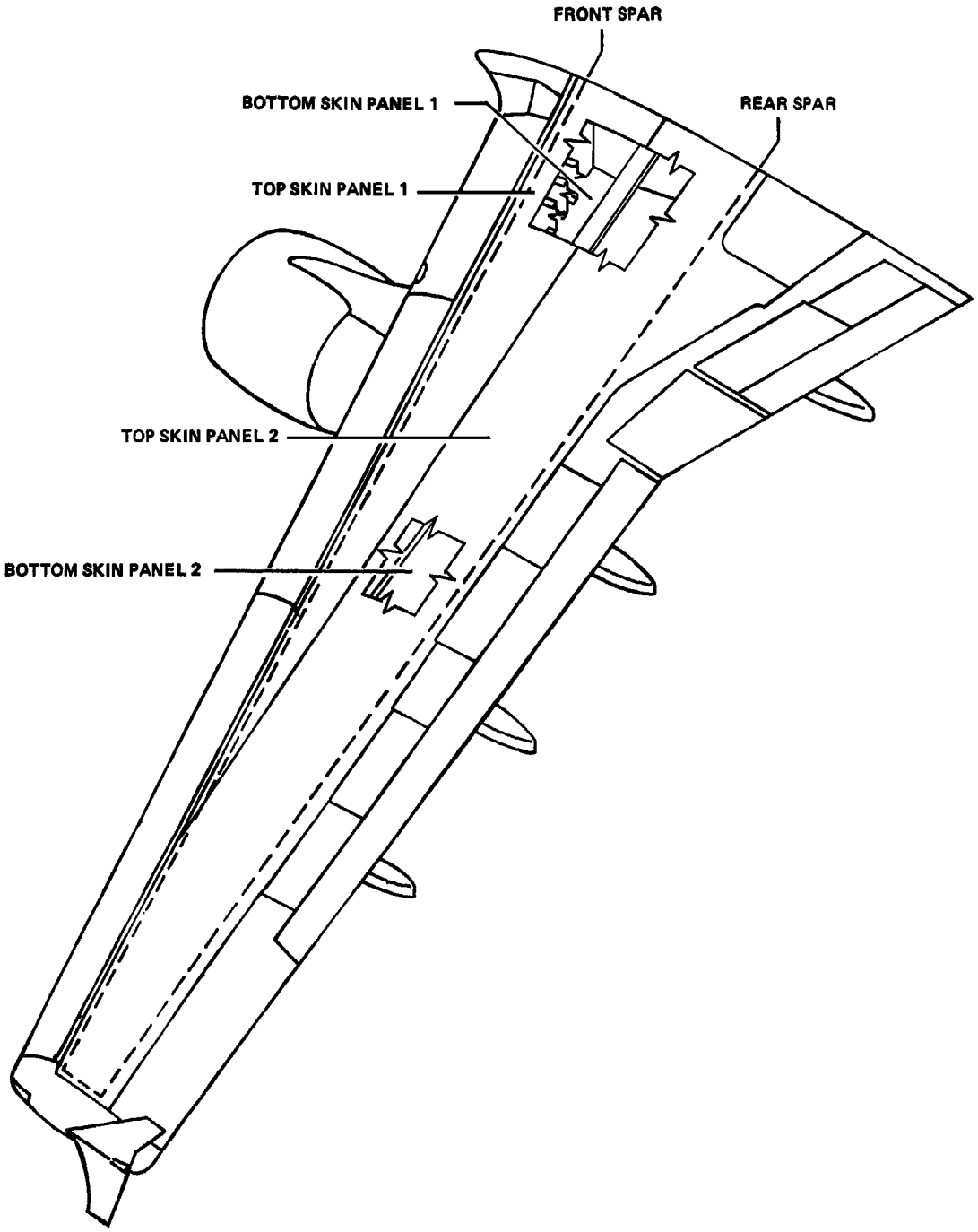
Fuselage Section - Between STA2241/FR39 and STA2931/FR54
Frames and Stringers sheet 2/2
Figure 004



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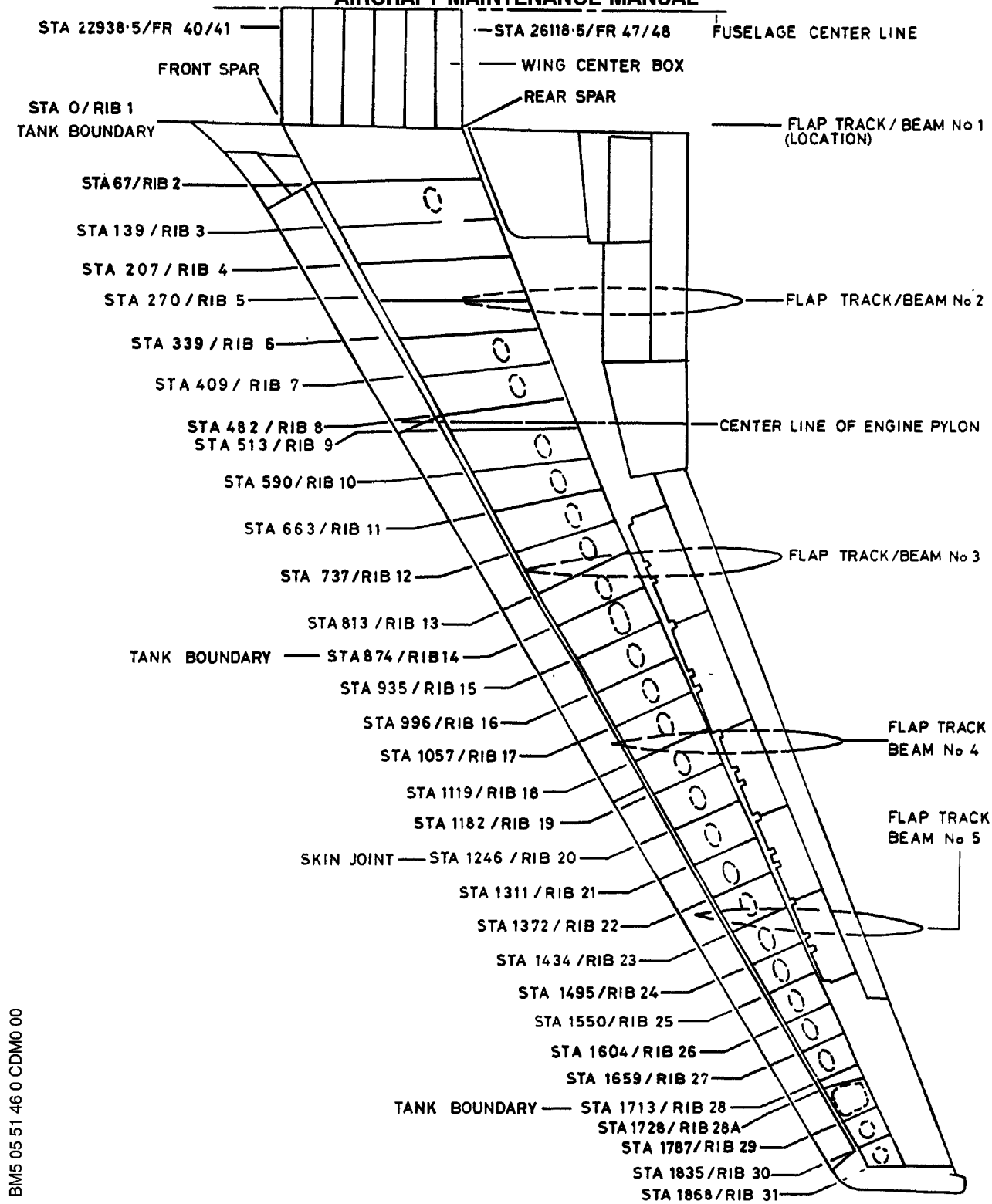
Wing Skin - Identification
Figure 005



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Wing - Rib Stations
Figure 006

(3)Remove warning notices from flight compartment.
(4)Close main gear main doors (Ref. 32-12-11, P. Block 301).
(5)Close nose gear main doors (Ref. 32-22-11, P. Block 301).
(6)Retract flaps and slats (Ref. 27-50-00, P. Block 301).

E. Test
(1)Carry out an operational test of all systems disturbed during or as a result of the inspection.
(2)If damage has been found and structural repairs have been made on structure adjacent to flight control surfaces, landing gear and doors, carry out functional tests of the moving parts to ensure that no fouling occurs and that door locking systems engage fully and correctly.

F. Close-Up
(1)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment and miscellaneous items.

HEAT DAMAGE EVALUATION FOR PYLON STRUCTURE

1. Reason for the Job

This inspection is necessary after a crew report for ENG FIRE warning in flight compartment, or nacelle temperature exceeded.

Overheating can be due to :
- excessive hot air leaks on pneumatic system due to an incorrect duct condition and clamp installation,
- flammable fluid leaks (hydraulic, oil, fuel),
- cracks in the combustor casing, HP compressor casing and turbine,
- blockage in cooling holes in the inner wall of the reverser cowls.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platform 2 m to 6 m (6 ft. 6 in. to 19 ft. 7 in.)
B.	Brush
C.	Lint-Free Cloth
D. Material No. 11-001C	Cleaning Agents (Ref. 20-31-00)
Referenced Procedures	
- 24-41-00, P. Block 301	AC External Power Control
- 29-10-00, P. Block 301	Main Hydraulic Power
- 51-10-03, P. Block 501	Nondestructive Testing Manual (NTM)
- 51-10-12, P. Block 101	Nondestructive Testing Manual (NTM)
- 51-21-00, P. Block 1	Structural Repair Manual (SRM)
- 51-28-10, P. Block 1	Structural Repair Manual (SRM)
- 51-31-00, P. Block 1	Structural Repair Manual (SRM)
- 51-33-00, P. Block 1	Structural Repair Manual (SRM)
- 54-51-75, P. Block 401	Aft Attach Fitting (RIB18)
- 54-55-00, P. Block 401	Lower Fairing
- 71-13-03, P. Block 401	Fan Thrust Reverser Cowl

3. General

A. Contents

This procedure contains information for examination and checking of the pylon structure after exposure to excessive heat and for evaluation of any damage found, to determine whether or not the structure has been adversely affected.

When the pylon structure has been heat-damaged, e.g. by fire, hot air, or other sources it is necessary to determine the context, to evaluate the extent of the damage and to foresee the consequences.

- Context
  Fire detection data, hot air leaks on pneumatic system, engine fire, external visual reports are characteristic data to be reported, in order to determine the location, the extent and the duration of the damage.
- Initial examination

This shall be visual, after fan thrust reverser cowl removal and lower fairing removal to report the damage location, the environment of the affected area, and the affected elements.

- Accurate evaluation
  Only destructive testing can carry out an accurate evaluation of the degree of heat damage.
  However, for the purposes of evaluating heat-damaged parts in situ, nondestructive testing and evaluation methods as detailed hereafter are proposed in the flow chart.
- Consequences
  Report any abnormal findings to AIRBUS, in order to determine the consequence on repair, material mechanical properties, fatigue aspect and maintenance tasks.

B. Inspection Requirements

(1) Visual examination of heat damage

(a) Determine extent of damage by performing an internal and external visual inspection of the damaged element.
Follow the method given in the flow chart (Ref. Fig. 001) for damage assessment.
NOTE : Do not assume damage is confined to local area.
Do not limit the inspection area to the overheat point, secondary heating may arise due to thermal conductivity. The temperature rise of the skin itself is affected by the heat capacity of the stringers and other formers.

(b) Check for change of coloration of paint, paint flaking, overheat of paint and aluminum spray surface condition.
NOTE : The brown colour gives the limit of the affected area.

(c) Observe any signs of buckling, distortion, cracks, traces of burn, and change of coloration on metallic parts.

(d) Check all structural junction points and attachment areas for permanent buckling, cracks, traces of burn, change of coloration (titanium).

(e) Check for cracks in stress concentration areas (hole, fitting, fillet radius, etc.).
NOTE : Any evidence of loose or sheared fasteners requires a close inspection of all structures near the damaged area.
NOTE : Overheated cadmium plating on steel and titanium can cause embrittlement.

(f) Check all moving parts for signs of clearance, free rotation of bearing, ball joint.

(g) Inspect panels and spars junction for burnt sealant and check for bubbling of sealant, change of coloration, change of condition.

(h) Inspect for traces of burn, overheat, leaks of system installations (seals, clamping plates, wiring harness, etc.) after removal of access panels.

(j) On composite panels and honeycomb structures, check for traces of burn on paint and resin, check for delamination, etc.

(2) Detailed evaluation of heat damage
After initial visual examination and consideration of possible forms of damage, more specific methods of inspection may be required.
NOTE : Results obtained with the inspection procedures described below

must be compared with measurements on similar non-affected parts.

(a)Flatness check
- Do a flatness check on the external surface of the affected element for buckling.
- Compare with the same measurements on the non-affected part.

(b)Hardness test (Ref. SRM 51-28-10, P. Block 1)
- Hardness tests are used to evaluate the extent of the deterioration.

CAUTION : HARDNESS TESTS REQUIRE A VERY FLAT SURFACE.
- Draw a grid where the test is to be performed and add some points for measurement in a non-affected area.

(c)Electrical conductivity test (Ref. NTM 51-10-12, P. Block 101)
- Perform an electrical conductivity test of the same points. The results analysed are used to evaluate the status of the heat treatment and modification of the material characteristics.
- The results analysed are used to evaluate the status of the heat treatment and the change in mechanical specifications.

NOTE : Only applicable on aluminum alloy components.

NOTE : For steel or titanium components it is not possible to evaluate strength loss due to heat damage by using conductivity test.

(d)Tap test (Ref. NTM 51-10-03, P. Block 501)

(e)Pictures
- Take some pictures before cleaning to determine differences in colour or traces of leakage from the damaged areas.

CAUTION : AVOID TAKING PICTURES WITH A FLASH WHICH COULD GIVE METALLIC PARTS WITHOUT PROTECTION A YELLOW COLOUR, THIS COULD GENERATE MISTAKES IN THE INTERPRETATION OF THE PICTURE.

(3)Test according to specific material

NOTE : For identification of the material, refer to the appropriate identification block of the relevant chapter in the SRM (Ref. SRM 51-31-00, P. Block 1) or (Ref. SRM 51-33-00, P. Block 1).

(a)Aluminum alloys
- Identify the alloy : heat treatment, shade, plating, etc.
- Hardness and electrical conductivity tests should be performed at the same points.

CAUTION : HARDNESS TESTS ARE POSSIBLE ON ALUMINUM CLAD SHEET AFTER ELIMINATING CLADDING LOCALLY.
- The electrical conductivity test cannot be used to detect overheating on 2618A T6.

(b)Steel alloys
- Visual inspection : check for change of coloration and brightness, to determine the temperature and the duration of the exposure to overheat.
- Hardness test : strip the paint or remove the aluminum spray locally where the hardness test must be performed. Draw a grid where the test will be performed and add some points for measurement in a non-affected area (on the same part if possible or on an element not affected).
- Restore the protection (Ref. SRM 51-21-00, P. Block 1).

(c)Titanium

- Visual inspection is only appropriate for overheat detection on machined and stripped surfaces. Change of colour is more signifiant ; it results from an increase in oxidation thickness (presence of a resistant dull grey layer of scale).

CAUTION : FOR TITANIUM, HARDNESS TESTING IS NOT A SIGNIFICANT TEST.

(d)Cadmium plating

- Heat damage can cause cadmium embrittlement of the steel substrate and is not always found by nondestructive inspection procedures. Look for white oxide material and blistered or melted plating. Remove the components if the plating shows signs of heat damage.

(e)Composite parts

- Do a tap test on the external face of the affected element to make sure that there is no delamination.

(f)Polymer parts

For silicone, elastomer, PTFE, check for condition, change of colour, hardness of the elements.

4. Procedure

A. Job Set-up

(1)Remove fan thrust reverser cowl (Ref. 71-13-03, P. Block 401).
(2)Remove lower fairing (Ref. 54-55-00, P. Block 401).
(3)Install warning notices in flight compartment prohibiting operation of all aircraft systems.
(4)Depressurize hydraulic systems (Ref. 29-10-00, P. Block 301).
(5)De-energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(6)Position access platform.
(7)Clean suspected area as follows :

WARNING : NON WATERPROOF ELECTRICAL ELEMENTS MUST BE MASKED.

NOTE : Before cleaning, perform a detailed visual inspection of the suspected area.

NOTE : Take care when cleaning to preserve the oxide coating and the burned paint.

- Apply Cleaning Agents (Material No. 11-001C) with the adapted spraying equipment or with a lint-free cloth.
- Let the material work for 5 to 10 minutes according to the quantity of dirt.
- Clean with a soaked wipe or a brush.
- Rinse with water.
- Let it dry.

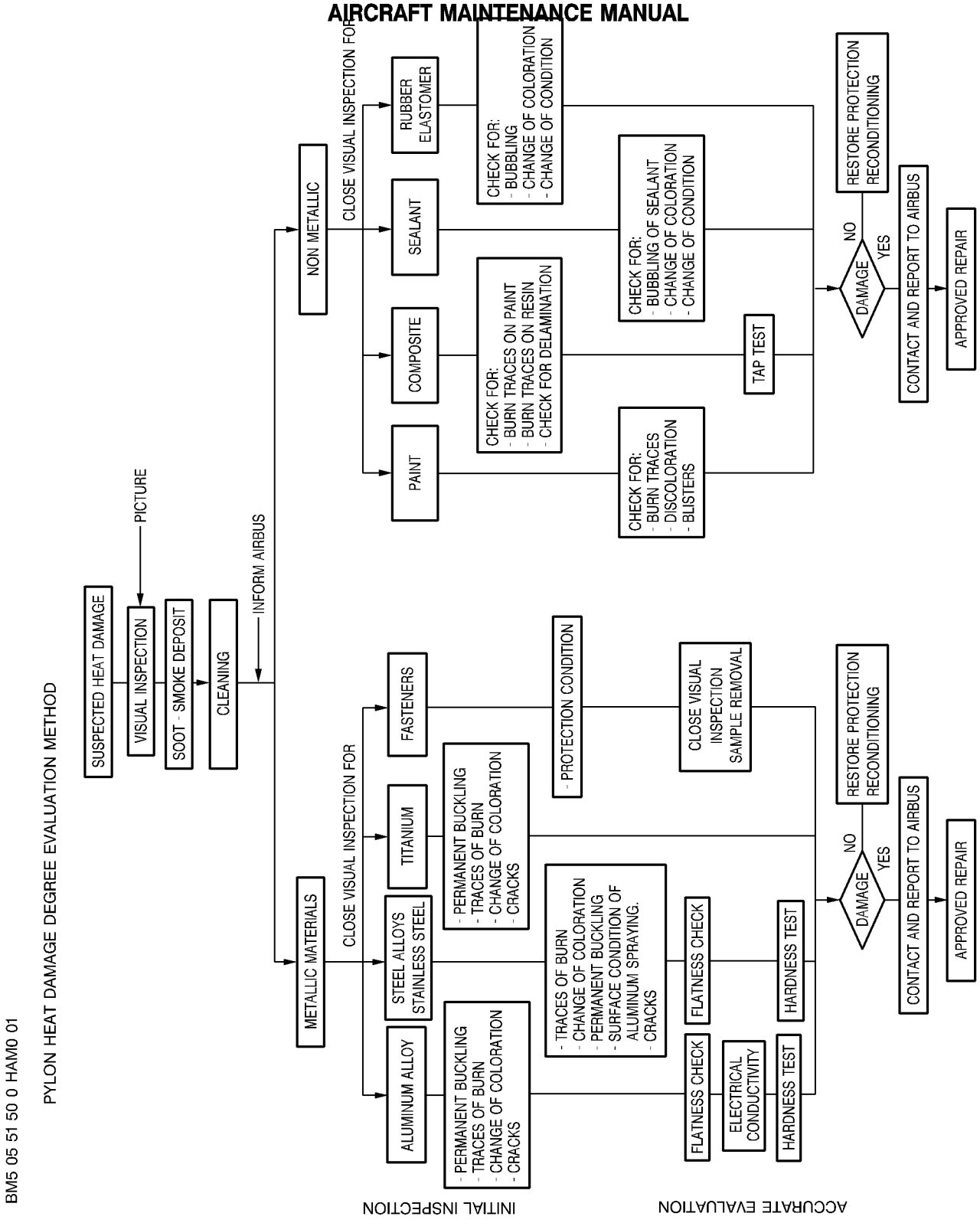
B. Inspection

R **ON A/C 101-200,

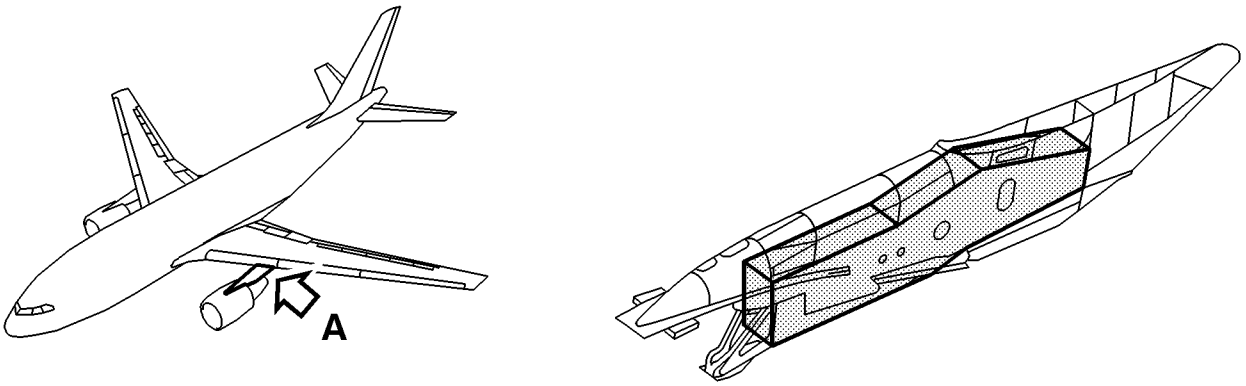
(Ref. Fig. 002)

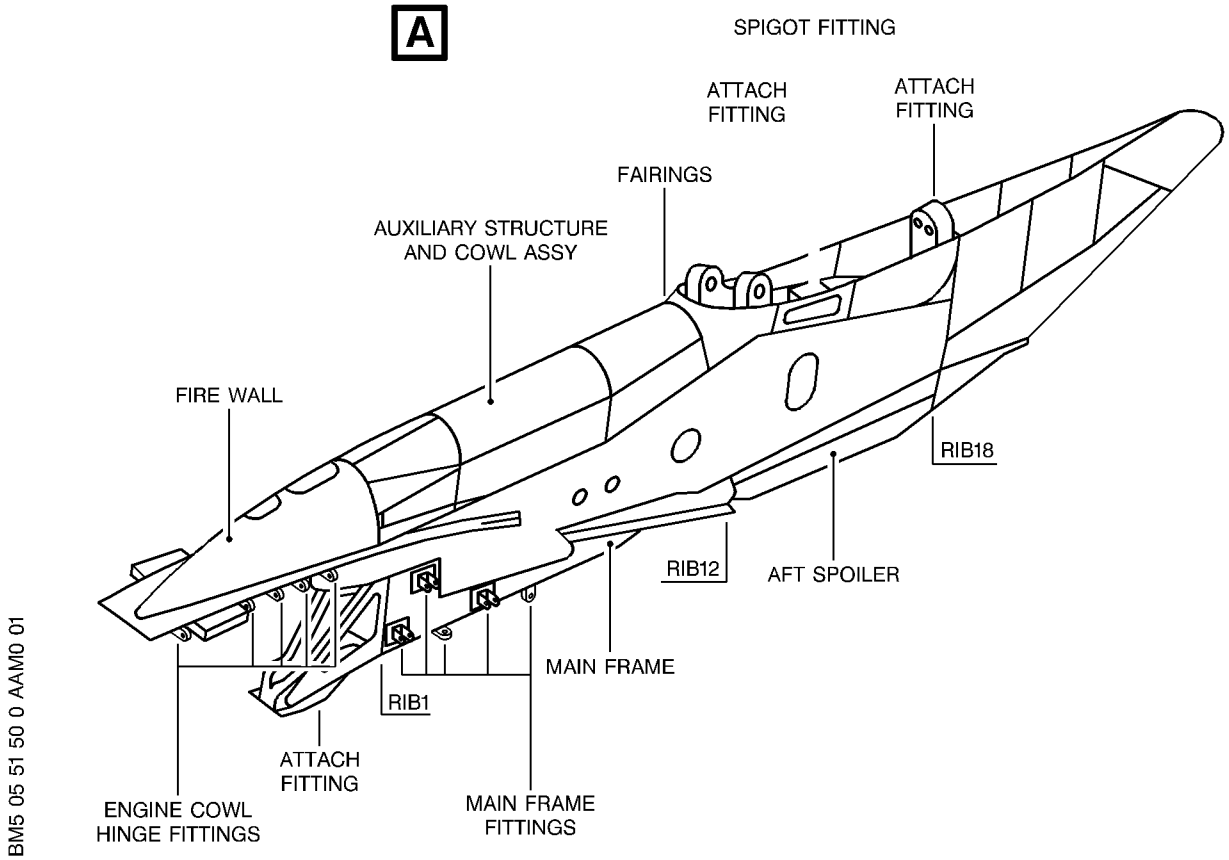
R **ON A/C 001-100,

(Ref. Fig. 003)

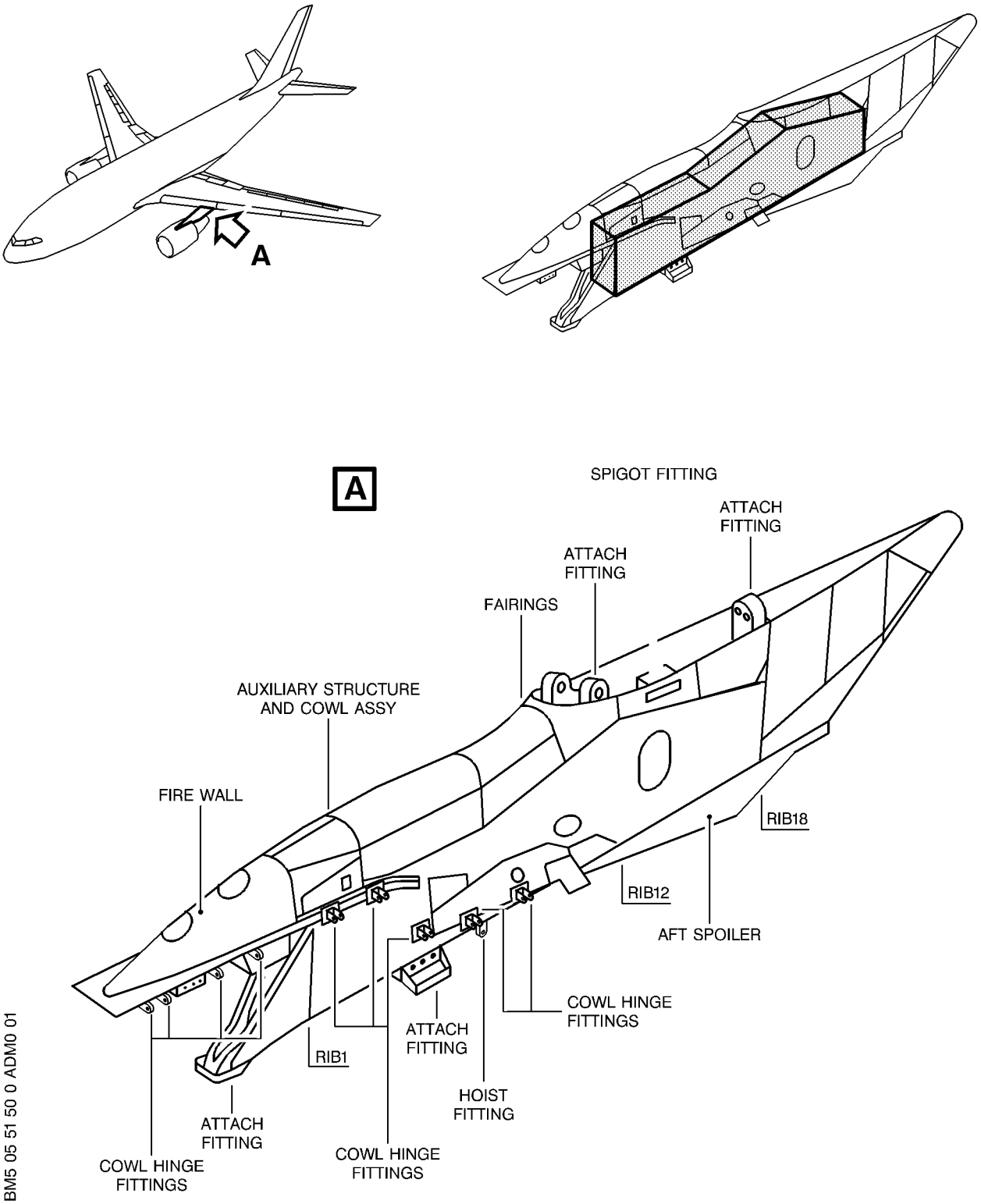


Flow Chart
Figure 001





Pylon and Main Frame
Figure 002



Pylon and Main Frame
Figure 003

R **ON A/C 101-200,

(Ref. Fig. 004)

R **ON A/C 001-100,

(Ref. Fig. 005)

R **ON A/C 101-200,

(Ref. Fig. 006)

R **ON A/C 001-100,

(Ref. Fig. 007)

R **ON A/C 101-200,

(Ref. Fig. 008)

R **ON A/C 001-100,

(Ref. Fig. 009)

R **ON A/C 101-200,

(Ref. Fig. 010)

R **ON A/C 001-100,

(Ref. Fig. 011)

R **ON A/C ALL

(Ref. Fig. 012)
(Ref. Fig. 013)

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
1.		Engine Pylon					
A.		General Overview Examine the pylon main frame, the doors and the forward and aft auxiliary structure and the pylon-to-wing fairings. - Check for change of coloration of paint, paint flaking, overheat	X				

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		of paint and aluminum spray surface condition.					002
		- Observe any signs of buckling, distortion, cracks, traces of burn, and change of coloration on metallic parts.					
		- On composite panels and honeycomb structures, check for traces of burn on paint and resin, check for delamination, etc.					
B.		Pylon Primary Structure					
		(1)Examine the pylon primary structure. Make sure that the following parts have no signs of buckling, distortion, cracks, traces of burn and change of coloration on metallic parts: - the lower spar connected to the lateral panels, - the attachments between the ribs, the side panels and lower spar, - the nacelle-to-pylon junction fairing. Check for: paint flaking, change of coloration of paint, and aluminum spray surface condition. Check all structural joining points and attachment areas for permanent buckling, cracks, traces of burn, change of coloration.	X				003
		(2)If you find damage during phase 1: Remove the access doors and examine the internal side of the panels and the adjacent structure. Make sure that there is no distorsion, wrinkles, buckles, or tearing of plates at the rivets. Check for cracks in stress		X			

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		concentration areas (hole, fitting, fillet radius, etc.).					
		(3)Examine the internal pylon main frame. Make sure that the following parts are in the correct condition: - the fuel and hydraulic pipes and the components of the engine air bleed system, - the fire protection systems and especially the condition of the fire extinguisher bottles, - the drain, and cooling plumbing installation, - the different components mounted on the main frame. Inspect for traces of burn, overheat, leaks of system installations, condition of sealant, seals, clamp, packing, etc.		X			
		(4)If you find damage during phase 2: On primary structure elements, according to specific material: - do a flatness check on the external surface of the affected element for buckling, - perform a hardness test to locate and confirm the overheated area (Ref. SRM 51-28-10, P. Block 1). On system installations: - for silicone, elastomer, PTFE, check for condition, change of colour, hardness, of the elements.			X		
C.		Engine-to-Pylon Attach Fittings					
		(1)Do a detailed inspection of: - the FWD and aft attach fittings below the main ribs, - the fire shield. Make sure that there is no distorsion, wrinkles, buckles	X				004

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		traces of burn, overheat of paint, aluminum spray surface condition, and change of coloration on metallic parts. Check for cracks in stress concentration areas (hole, fitting, fillet radius, etc.).					005
		(2)On Engine-to-Pylon attach fitting at RIB1 Make sure that the following parts are in the correct condition: - the fuel and hydraulic pipes and the components of the engine air bleed system, - the fire protection systems, - the different components mounted on the main frame. Inspect for traces of burn, overheat, leaks of system installations, condition of sealant, seals, clamp, packing, etc.	X				004
		(3)If you find damage during phase 1: On primary structure elements, according to specific material: - do a flatness check on the external surface of the affected element for buckling, - perform a hardness test to locate and confirm the overheated area (Ref. SRM 51-28-10, P. Block 1). On system installations: - for silicone, elastomer, PTFE, check for condition, change of colour, hardness, of the elements.			X		
D.		Examine the Cowl Attach Fittings	X				
		(1)Examine the fan thrust reverser attach fitting. - Check all moving parts for signs of clearance, free rotation of bearing, ball					002

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		joint. - Check for cracks in stress concentration areas (hole, fitting, fillet radius, etc.).					
		(2)If you find damage during phase 1: On primary structure elements, according to specific material: - perform a hardness test to locate and confirm the overheated area (Ref. SRM 51-28-10, P. Block 1).			X		
E.		Pylon Forward Secondary Structure (1)Examine the pylon secondary structure. Make sure that there are no signs of buckling, distortion, cracks, traces of burn, and change of coloration on metallic parts. Make sure that the following parts are in the correct condition: - LH and RH access panels, - upper fixed cowl from leading edge to RIB10A, - pressure relief door, - and pre-cooler door.	X				006
		(2)If you find damage during phase 1: Remove the access doors and examine the internal side of FWD secondary structure, examine: - the cantilever beam, - internal structure - between firewall and RIB10A, panels and ribs including pre-cooler box, - Hydraulic/Fuel, and Electrical Junction Boxes Make sure that there is no distortion, wrinkles, buckles, or tearing of plates at the rivets.		X			

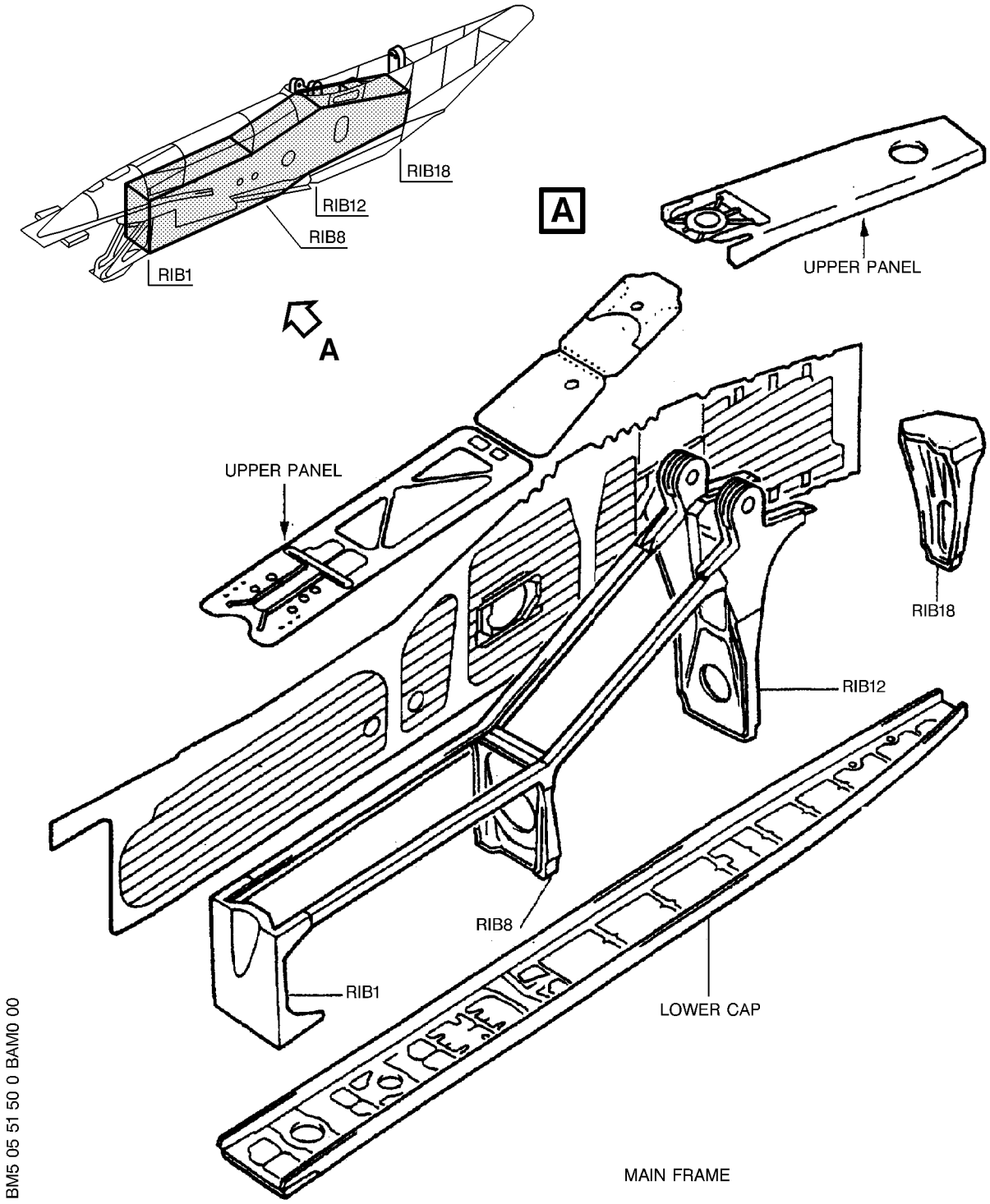
Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		Check for cracks in stress concentration areas (hole, fitting, fillet radius, etc.).					
		(3)System inspection on the FWD secondary structure after access panel and door removal. Make sure that the following parts are in the correct condition: - the fuel and hydraulic pipes, - the fire protection systems, - the electrical wiring and control throttle flexible cable, - the drain, and cooling plumbing installation, - the different components mounted on the main frame. Inspect for traces of burn, overheat, leaks of system installations, condition of sealant, seals, clamp, packing, etc.		X			
		(4)If you find damage during phase 2: On FWD secondary structure elements, according to specific material: - do a flatness check on the external surface of the affected element for buckling, - perform a hardness test to locate and confirm the overheated area (Ref. SRM 51-28-10, P. Block 1). - perform an electrical conductivity test to evaluate the status of the heat treatment and the change in mechanical specifications (Ref. NTM 51-10-12, P. Block 101). On systems installations: - for silicone, elastomer, PTFE, check for condition, change of colour, hardness, of the			X		

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		elements.					
F.		Pylon Aft Secondary and Lower Fairing Structure					
		(1)Examine the aft pylon secondary structure. Make sure that there are no change of coloration of paint, paint flaking, overheat of paint. On composite panels and honeycomb structures, check for traces of burn on paint and resin, check for delamination, etc.	X				006
		(2)If you find damage during phase 1: Remove the aft secondary structure and examine: - the internal structure, - the ribs and spar, - the composite or metallic panels. Make sure that there is no distortion, wrinkles, buckles, or tearing of plates at the rivets, change of coloration on metallic parts. Check for cracks in stress concentration areas (hole, fitting, fillet radius, etc.). Check for delamination or traces of burn on resin.		X			
		(3)System inspection on the aft secondary structure after removal. Make sure that the following parts are in the correct condition: - the drain installation, - the fuel and hydraulic pipes, - the different components mounted on the main frame. Inspect for traces of burn, overheat, condition of sealant, seals, clamp, packing, etc.			X		
		(4)If you find damage during phase 2:					

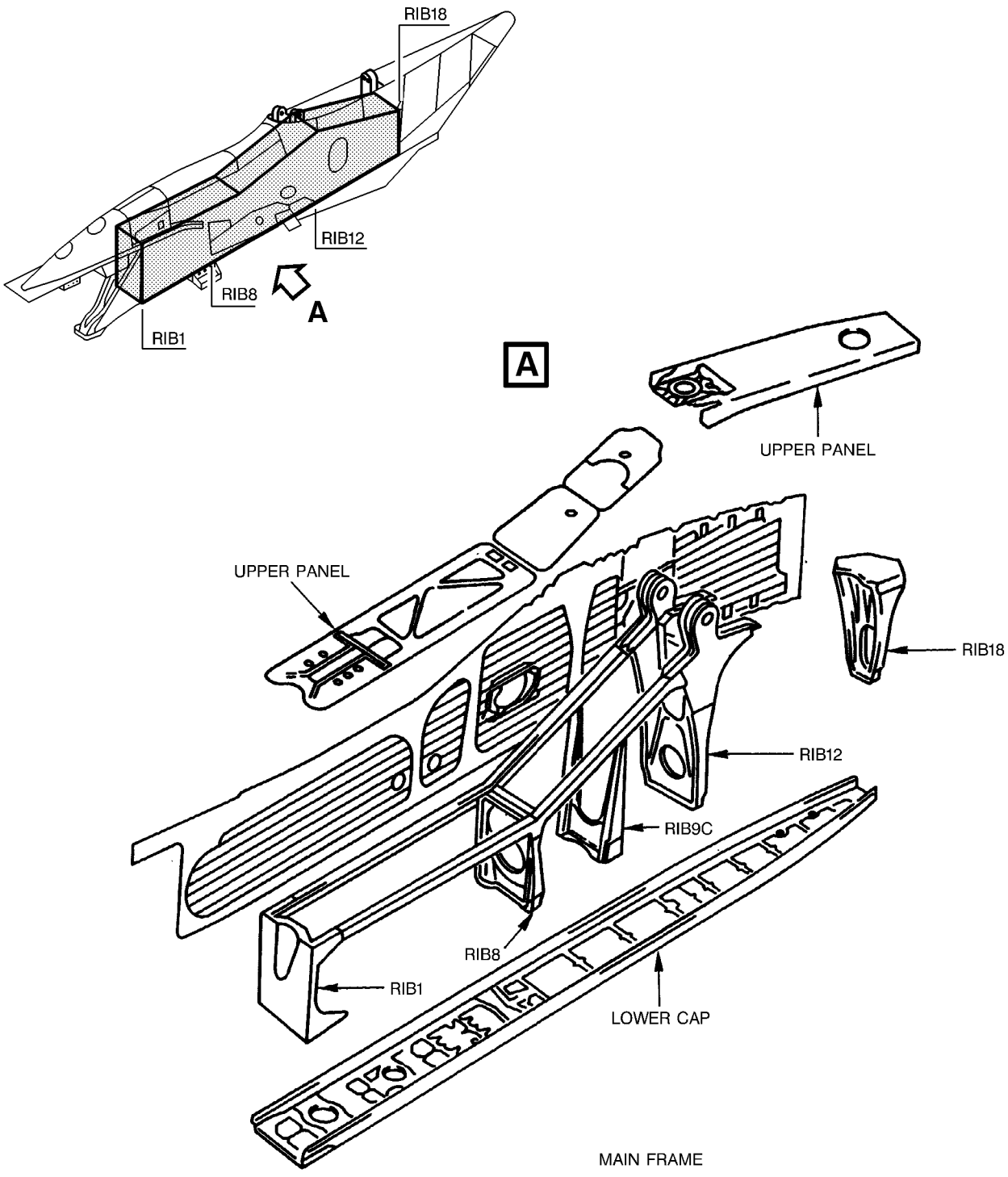
Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		On aft secondary structure and lower fairing elements, according to specific material: - do a flatness check on the external surface of the affected element for buckling, - perform a hardness test to locate and confirm the overheated area (Ref. SRM 51-28-10, P. Block 1). - perform an electrical conductivity test to evaluate the status of the heat treatment and the change in mechanical specifications (Ref. NTM 51-10-12, P. Block 101). On system installations: - for silicone, elastomer, PTFE, check for condition, change of colour, hardness, of the elements.					
G.		Pylon-to-Wing Attach Fittings If you find damage during Phase 1 on fillet fairing: Remove the fillets (Ref. 54-51-75, P. Block 401). (1)Detailed inspection of the front and rear pylon-to-wing attach fittings of the adjacent structure. - make sure that there is no distortion, wrinkles, buckles, or tearing of plates at the rivets, change of coloration on metallic parts.		X			007
		- check for cracks in stress concentration areas (hole, fitting, fillet radius, etc.). - check the correct condition of all fasteners and safety devices. (2)Examine the area adjacent to the thrust-spigot attach fitting:					

Item	Insp. Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp. Sign	Ref. Fig.
1	2	3	4	5	6	7	8
		- make sure that there is no distortion, wrinkles, buckles, or tearing of plates at the rivets, change of coloration on metallic parts,					008
		- check for cracks in stress concentration areas (hole, fitting, fillet radius, etc.).					
		- check the correct condition of all fasteners and safety devices,					
		- the correct condition of sealant, and all fasteners and safety devices.					
		(3)If you find damage during phase 2:			X		
		On primary and secondary structure elements, according to specific material:					
		- do a flatness check on the external surface of the affected element for buckling,					
		- perform a hardness test to locate and confirm the overheated area (Ref. SRM 51-28-10, P. Block 1).					
		- perform an electrical conductivity test to evaluate the status of the heat treatment and the change in mechanical specifications (Ref. NTM 51-10-12, P. Block 101).					
		On system installations:					
		- for silicone, elastomer, PTFE, check for condition, change of colour, hardness, of the elements.					

C. Close-Up
(1)Install lower fairing (Ref. 54-55-00, P. Block 401).
(2)Install fan thrust reverser cowl (Ref. 71-13-03, P. Block 401).

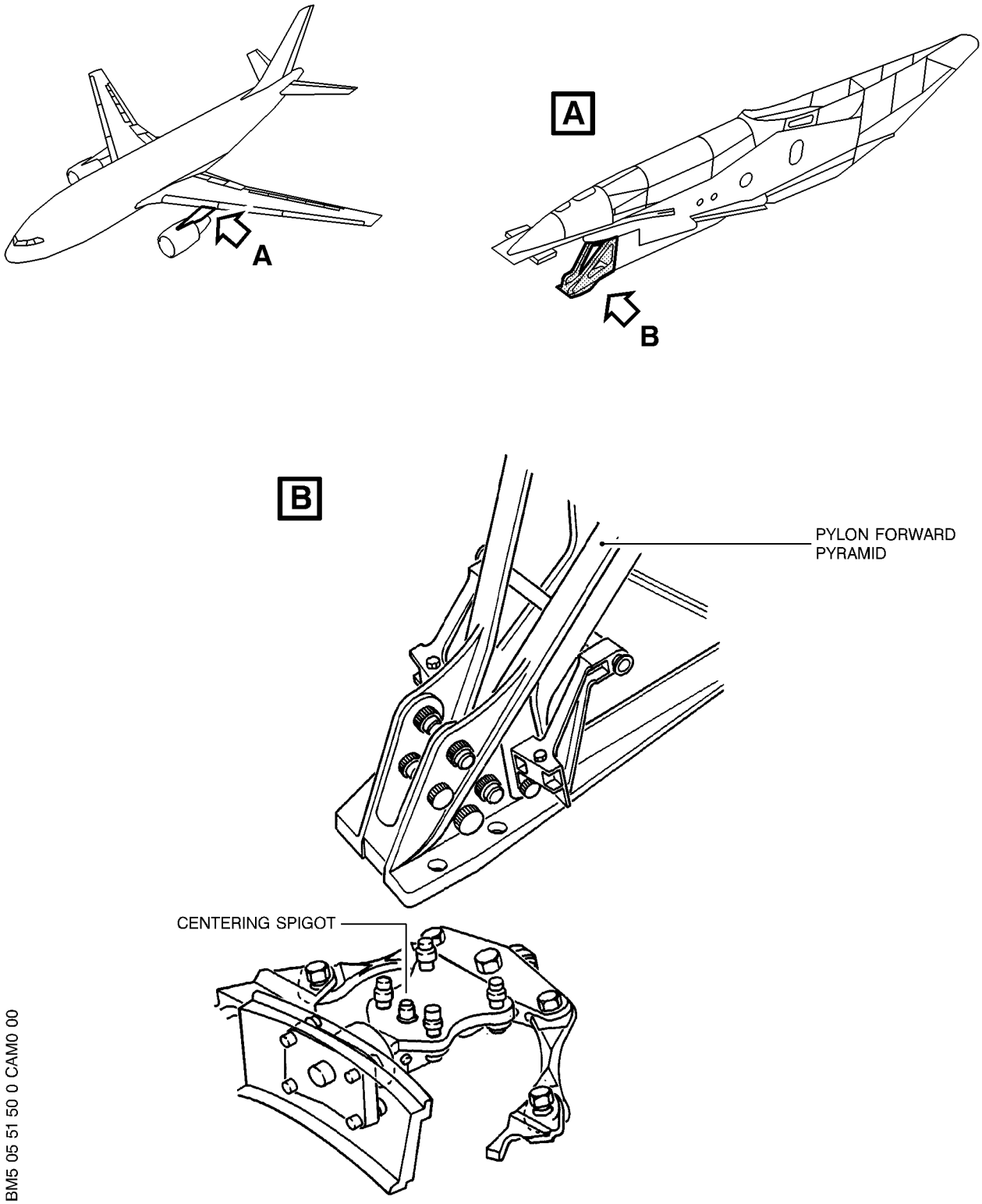


Pylon and Main Frame
Figure 004

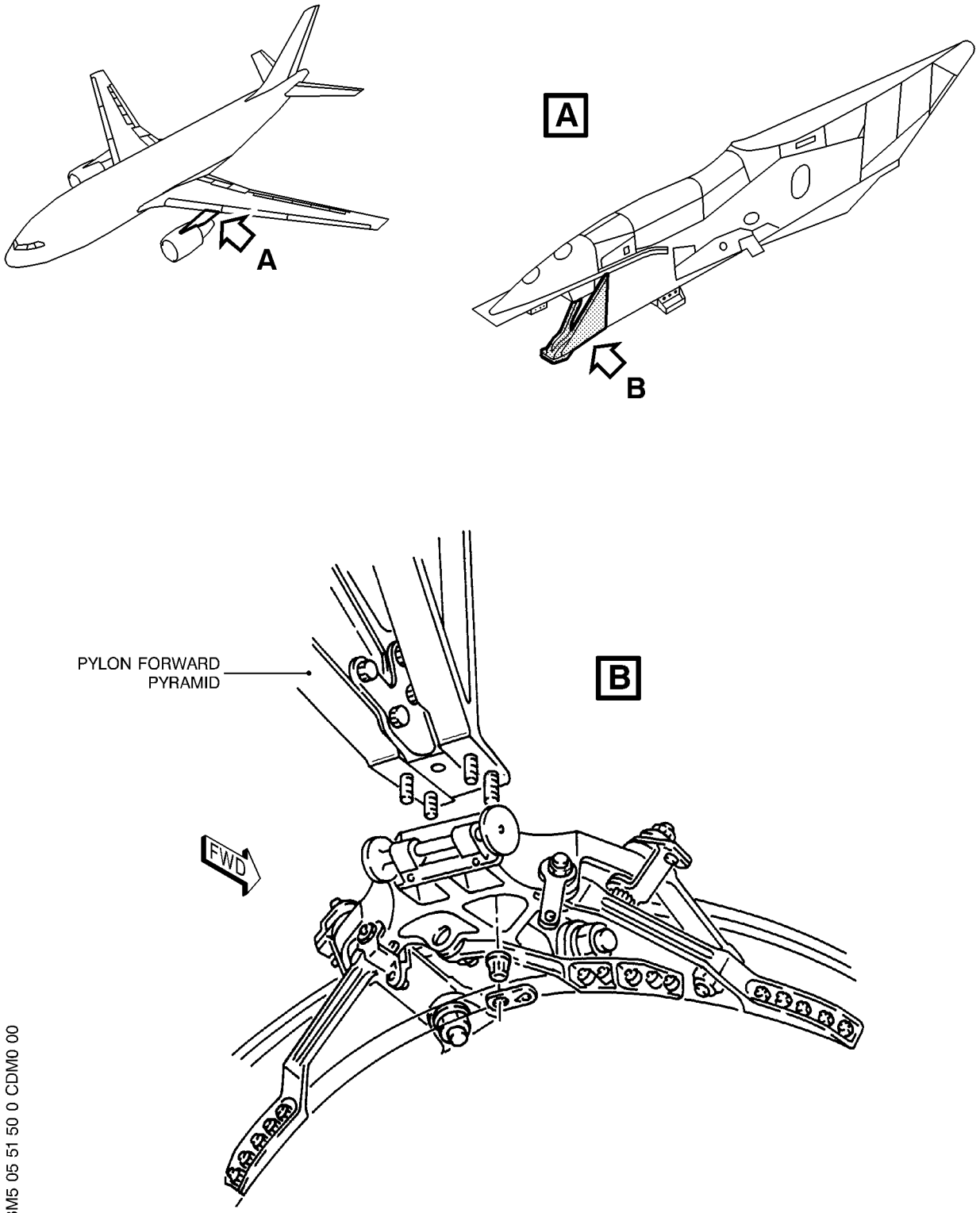


BM5 05 51 50 0 BDM0 00

Pylon and Main Frame
Figure 005

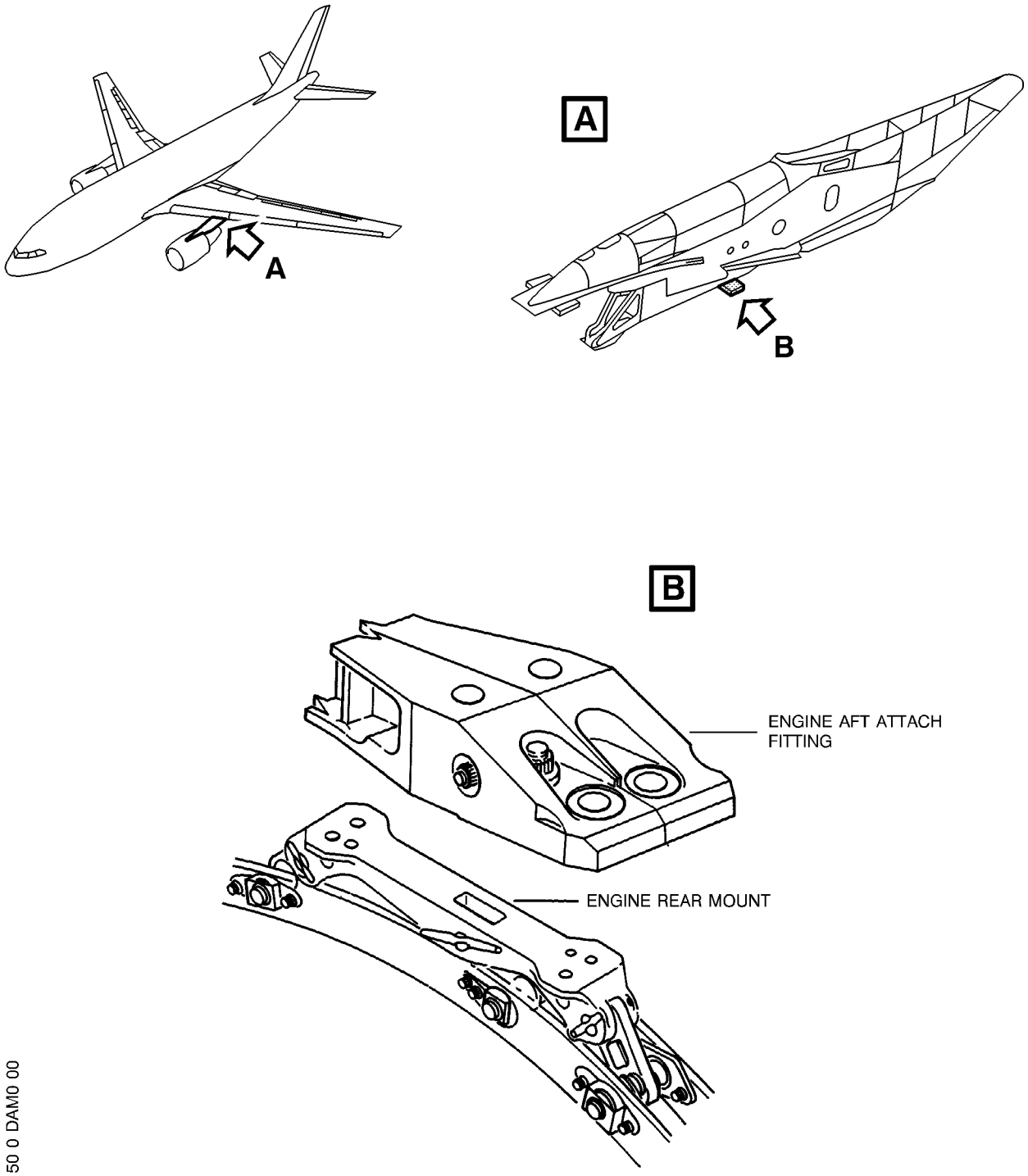


Engine Forward Attach Fitting
Figure 006



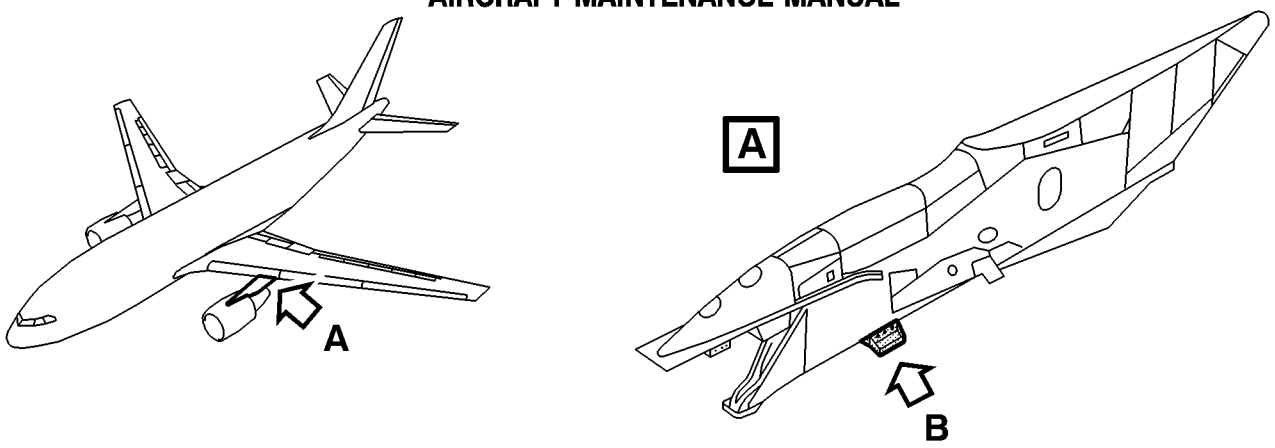
BM5 05 51 50 0 CDM0 00

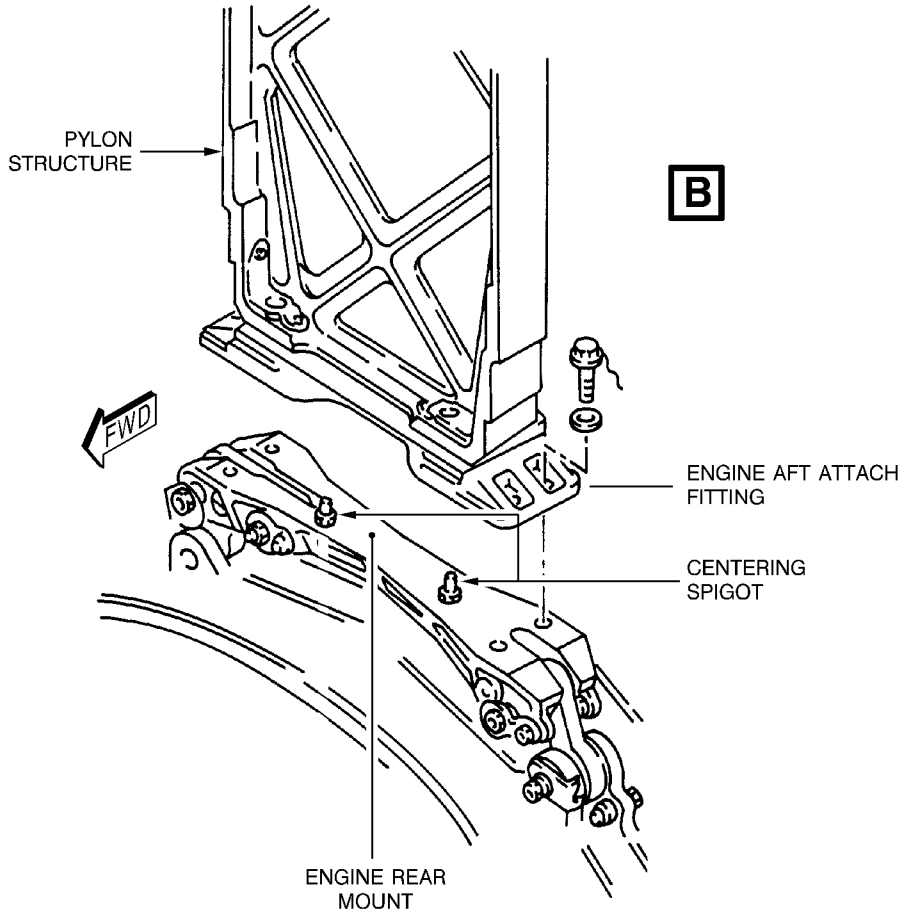
Engine Forward Attach Fitting
Figure 007



BM5 05 51 50 0 DAM0 00

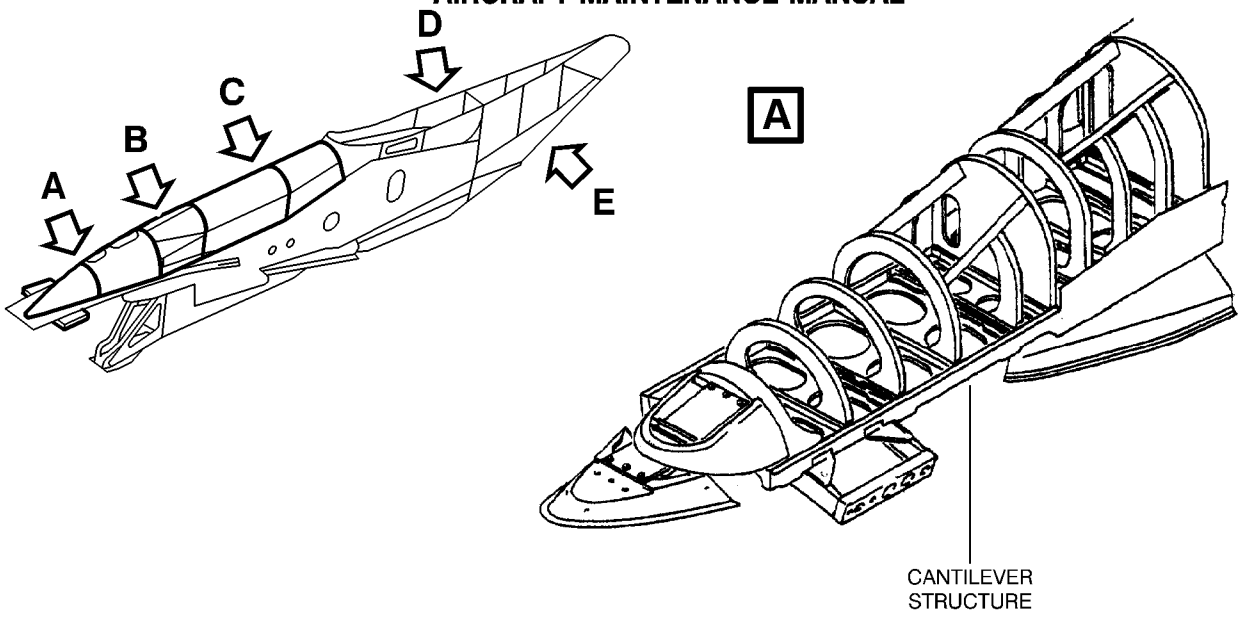
Engine Aft Attach Fitting
Figure 008

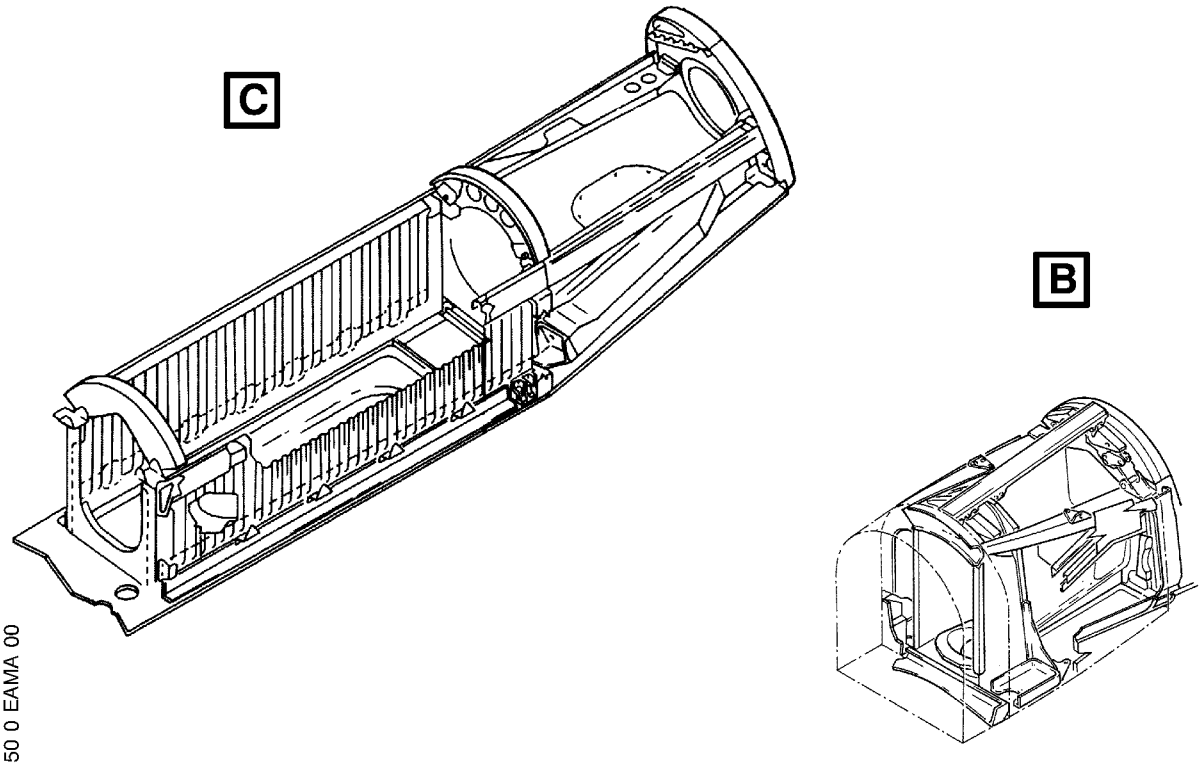




BM5 05 51 50 0 DDM0 00

Engine Aft Attach Fitting
Figure 009



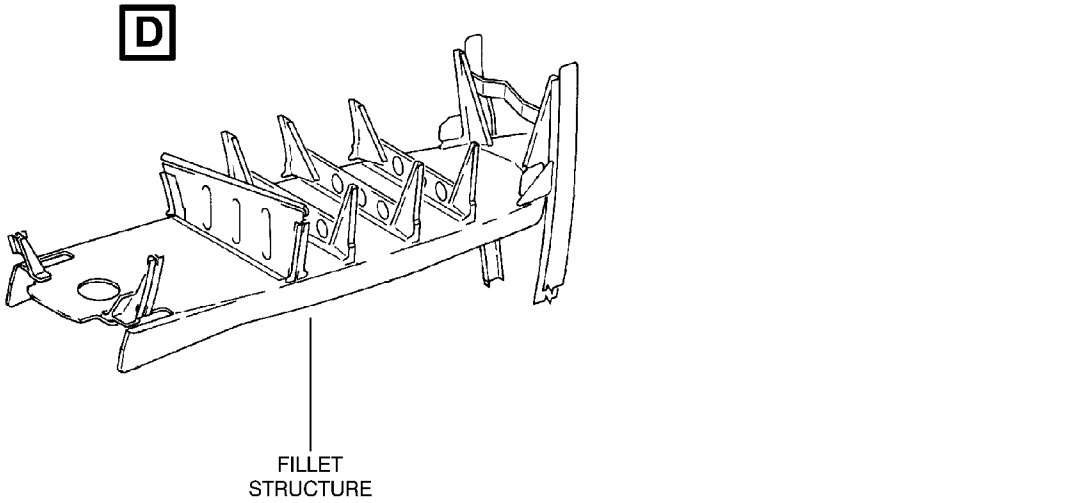


FWD SECONDARY STRUCTURE

BM5 05 51 50 0 EAMA 00

Auxiliary Structure (Sheet 1/2)
Figure 010

R

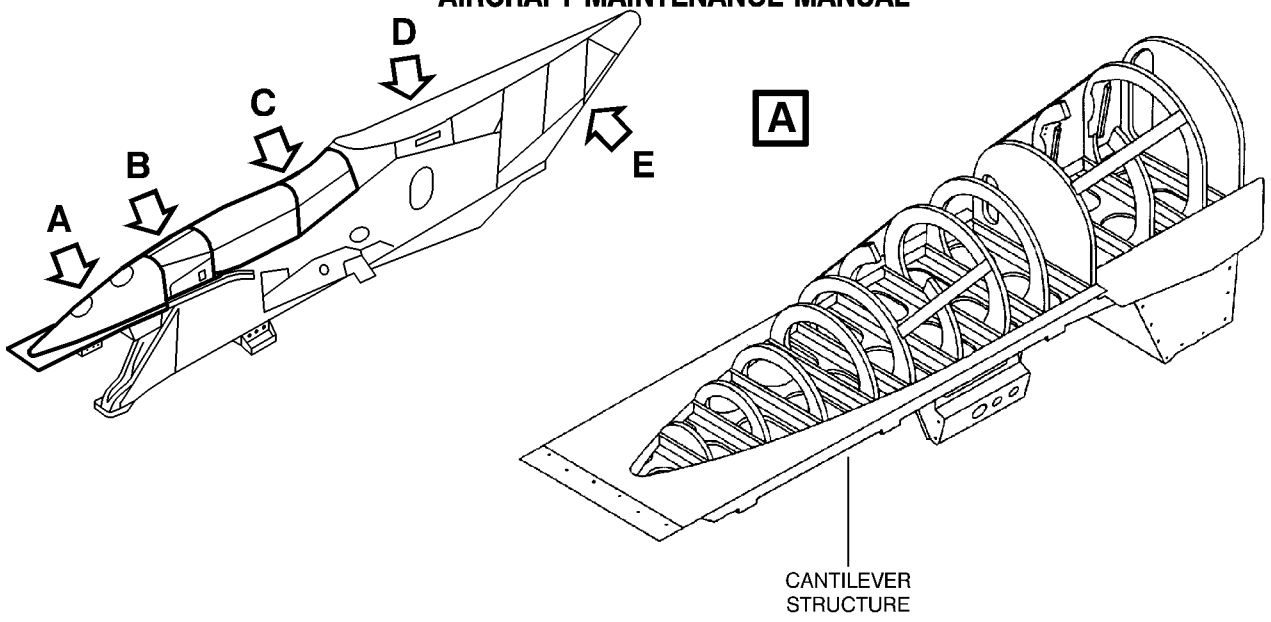


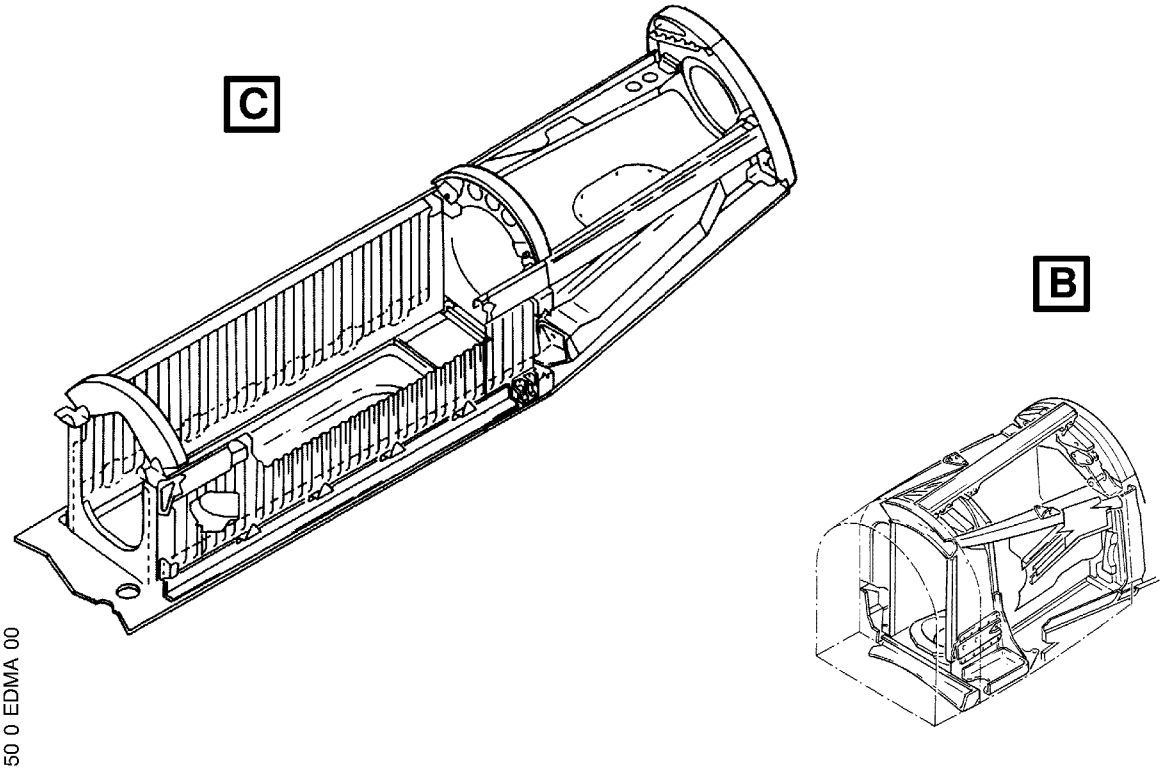
AFT SECONDARY STRUCTURE

BM5 05 51 50 0 EAMB 00

R

Auxiliary Structure (Sheet 2/2)
Figure 010

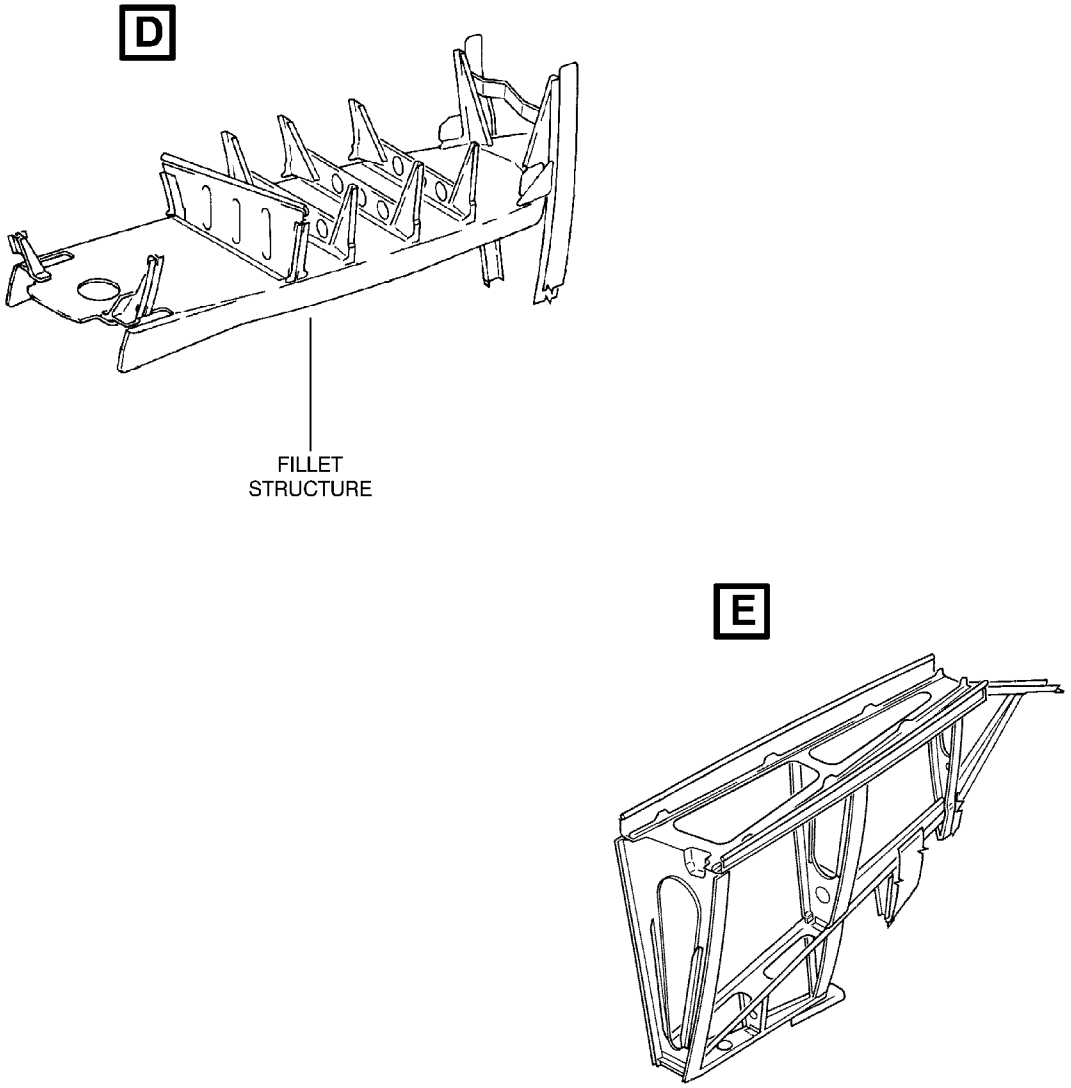




BM5 05 51 50 0 EDMA 00

FWD SECONDARY STRUCTURE

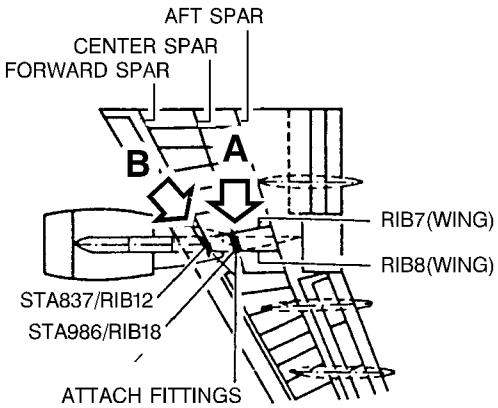
Auxiliary Structure (Sheet 1/2)
Figure 011

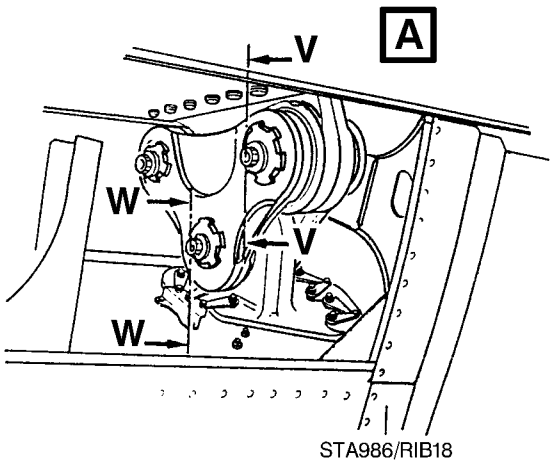


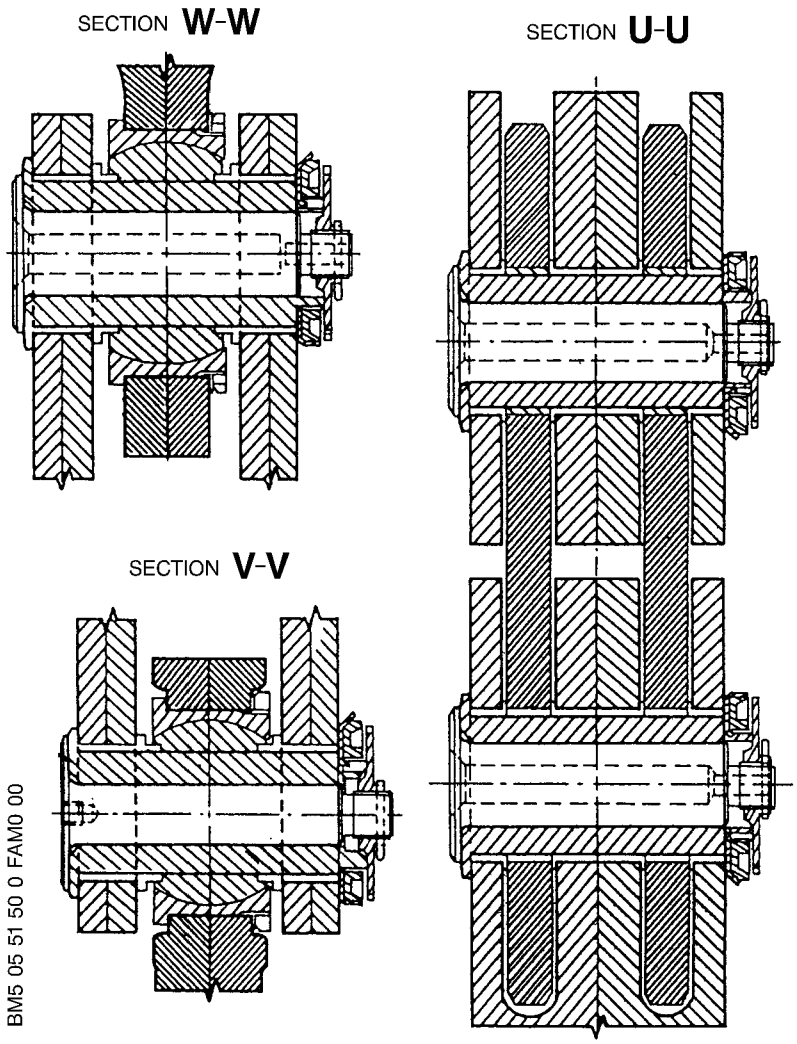
AFT SECONDARY STRUCTURE

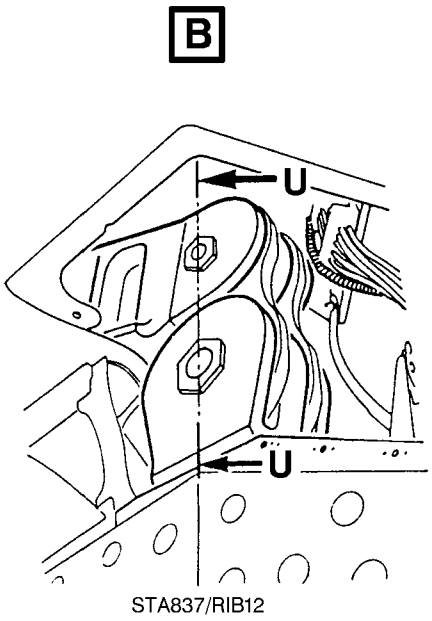
BM5 05 51 50 0 EDMB 00

Auxiliary Structure (Sheet 2/2)
Figure 011



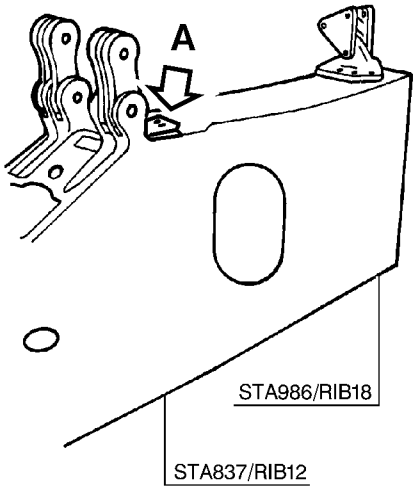


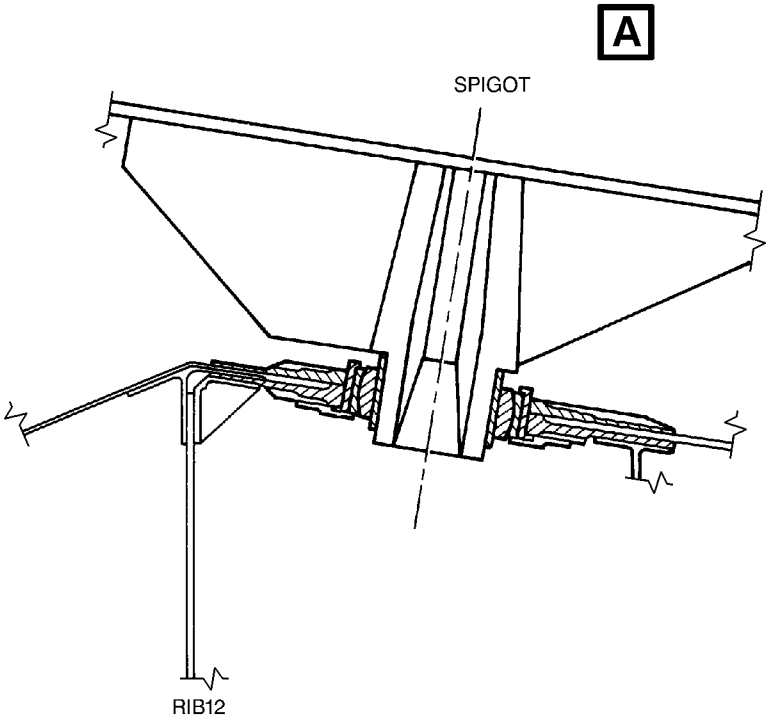




BM5 05 51 50 0 FAM0 00

Pylon-to-Wing Attachment
Figure 012





BM5 05 51 50 0 GAM0 00

Wing-to-Pylon Attach Fitting
Figure 013

(3)Remove access platform.
(4)Remove warning notices.
(5)Make certain that working area is clean and clear of tools and miscellaneous items of equipment.

INSPECTION AFTER LANDING WITH FUEL IN TRIM TANK

1. General

This inspection is performed after landing with more than 2000 Kgs (4409.24 lbs) in the trim tank.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Access Platforms 1.98 m to 8.03 m (6 ft. 6 in. to 26 ft. 4 in.)
Referenced Procedures	
- 24-41-00, P. Block 301	AC External Power Control
- 27-35-00, P. Block 501	Control Surface Position Indicating (Elevator)
- 28-10-00, P. Block 301	Storage
- 28-11-00, P. Block 601	Tanks
- 28-25-00, P. Block 301	Refuel/Defuel System
- 29-10-00, P. Block 301	Main Hydraulic Power - Pressurization/ Depressurization
- 49-16-00, P. Block 601	Air Intake System
- 55-10-11, P. Block 501	Trimmable Horizontal Stabilizer
- 55-15-13, P. Block 601	Horizontal Stabilizer Apron Support Fittings
- 55-16-11, P. Block 601	Horizontal Stabilizer Attach Fittings
- 55-16-36, P. Block 601	THS Actuator Arm
- 55-20-00, P. Block 601	Elevators
- 55-26-11, P. Block 601	Elevator Attach Fittings

3. Procedure

A. Job Set-Up

(1)Depressurize hydraulic System (Ref. 29-10-00, P. Block 301).

(2)De-energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).

(3)Place warning notices in flight compartment prohibiting operation of all aircraft systems.

(4)Position access platform.

B. Inspection

NOTE : All inspections called for are visual unless otherwise specified in text.
Operators may, at their own discretion or at the direction of their airworthiness authority, use non-destructive techniques in compliance with the Non-Destructive Testing Manual (NTM).

(1)Tail unit

ITEM	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Trimmable Horizontal Stabilizer					
A.		Check skin, buckles, cracked or flaking paint, loose rivets and evidence of shearing:	X				
		- external.	X				
		If damage found:					
		(1)Defuel Trim tank (Ref.28-25-00, P. Block 301) and ventilate (Ref. 28-10-00, P. Block 301).		X			
		(2)Inspect internally stringers for evidence of wrinkles, distorted and twisted stringers.		X			
		(3)Check for possible fuel leakage in trim tank.		X			
		If a fuel leak is detected:					
		- Inspect trim tank (Ref. 28-11-00, P. Block 601).			X		
B.		Inspect horizontal stabilizer apron support fittings (Ref. 55-15-13, P. Block 601).		X			
C.		Inspect THS actuator arms (Ref. 55-16-36, P. Block 601).		X			
D.		Adjust trimmable horizontal stabilizer (Ref. 55-10-11, P. Block 501).			X		
E.		Inspect horizontal stabilizer attach fittings (Ref. 55-16-11, P. Block 601).			X		
2.		Elevator and APU					
A.		Carry out a visual inspection for general condition of the horizontal stabilizer attachment areas and tail cone APU air intake areas.	X				
		If damage found:					
		(1)Examine for damage and evidence of movement on elevator attach fittings (Ref. 55-26-11, P. Block 601).		X			
		If damage found:					

ITEM	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
		(a)Inspect elevators (Ref. 55-20-00, P. Block 601).			X		
		(2)Examine APU air intake system for correct condition (Ref. 49-16-00, P. Block 601).		X			

(2)Fuselage - Sections 16 to 19

ITEM	Insp Code	Inspection Tasks to be Accomplished	Phase 1	Phase 2	Phase 3	Insp Sign	Ref. Det. Fig.
1	2	3	4	5	6	7	8
1.		Fuselage - Sections 18 and 19					
A.		Check externally skin, buckles, cracked or flaking paint, loose rivets and evidence of shearing.	X				
		If damage found:					
		(1)Inspect internally stringers for evidence of wrinkles, distorted and twisted stringers.		X			
		If damage found:					
		(a)Inspect fuselage - sections 16 and 17.		X			
2.		Fuselage - Sections 16 and 17					
A.		Check externally skin, buckles, cracked or flacking paint, loose rivets and evidence of shearing.		X			
		If damage found:					
		(1)Inspect internally stringers for evidence of wrinkles, distorted and twisted stringers.			X		

C. Test
(1)Carry out operational test of control surface position indicating (elevator) (Ref. 27-35-00, P. Block 501).

D. Close-Up

(1)Remove access platforms.
(2)Remove all ground handling and maintenance equipment, standard and special tools, together with ground power and replenishing equipment and miscellaneous items.

PRESSURIZATION TEST OF FUSELAGE (LEAKAGE CHECK) AFTER A/C ABNORMAL OPERATION OR REPAIR

1. General
   Pressurization tests at 4 psi ΔP and 8 psi ΔP are performed to check for possible cabin leakage after minor repair and major repair respectively; pressurization test at 8 psi ΔP is also performed to check for possible structural leakage.

2. Test at 4 psi ΔP for Leakage at Repaired Zone
   WARNING : MAKE SURE THAT:
   - ONLY THE PERSONS NECESSARY FOR THE PRESSURIZATION TEST ARE IN THE AIRCRAFT DURING THE TEST
R - THE PERSONS IN THE AIRCRAFT ARE IN GOOD PHYSICAL CONDITION.
   BE CAREFUL WHEN YOU CONTROL THE PRESSURE. SUDDEN CHANGES IN PRESSURE CAN CAUSE PAIN AND INJURY.

   WARNING : THERE MUST BE TWO PERSONS IN THE COCKPIT DURING THE PRESSURIZATION TEST.
   IF A CHANGE IN PRESSURE HAS AN UNWANTED EFFECT (PAIN, NOISE IN THE EARS, HEADACHE OR OTHER) ON ONE PERSON, THE OTHER PERSON CAN ADJUST THE PRESSURE TO PREVENT INJURY.

   WARNING : OPENING A PRESSURE SEALED DOOR WHEN THE AIRCRAFT IS FULLY OR PARTLY PRESSURIZED WILL CAUSE EXPLOSIVE DECOMPRESSION, DEATH OR INJURY TO PERSONNEL AND DAMAGE TO THE AIRCRAFT.

**ON A/C 001-003,

   WARNING : DO NOT OPEN THE DOOR UNTIL THE RESIDUAL PRESSURE IS ELIMINATED.
R NOTE : People with a cold, ear ache, sinus problem or other illness
R are not considered to be in good physical condition and should not be
R on the aircraft during the pressurization test.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

   WARNING : DO NOT OPEN THE DOOR IF THE RED WARNING LIGHT IS FLASHING (REF. 52-70-00, P. BLOCK 1). THE DOOR COULD OPEN SUDDENLY DUE TO RESIDUAL PRESSURE AND CAUSE INJURY AND/OR DAMAGE.
R NOTE : People with a cold, ear ache, sinus problem or other illness
R are not considered to be in good physical condition and should not be
R on the aircraft during the pressurization test.

**ON A/C ALL

A. Reason for the Job
   To check for leakage at repaired zone.

B. Equipment and Materials

ITEM	DESIGNATION
(1)	HP Ground Air Supply Unit (Press 15.45 PSIG ; temp Ca.100 °C)
(2)	Safety Barriers
(3)	Warning Notices
(4)	Leak Detecting Soap Solution
(5)	Safety Plug - Ref. MS21913-4
(6)	O-ring - Ref. NAS1612-4
(7)	Safety Streamer

Referenced Procedures

- 23-51-00, P. Block 501 — Audio Integrating
- 24-41-00, P. Block 301 — AC External Power Control
- 49-00-00, P. Block 501 — Airborne Auxiliary Power

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

- 52-70-00, P. Block 1 — Door Warning
- 52-73-00, P. Block 501 — Residual Pressure Warning System

**ON A/C ALL

Post SB 52-2039 For A/C ALL

- 52-51-00, P. Block 501 — Fixed Interior Doors in Passenger Compartment
- 52-70-00, P. Block 1 — Door Warning
- 52-73-00, P. Block 501 — Residual Pressure Warning System

**ON A/C ALL

C. Procedure

(1) Job set-up

(a) The following components can remain installed on aircraft provided that they are connected to the air data system and that this system is vented to ambient via the pitot and static probes:
- Standby and metric altimeters
- Standby airspeed indicators (CAPT and F/O)
- Air data computers (ADC 1 and 2).

(b) Position safety barriers and display warning notices prohibiting access to the work area.

(c) Make certain that oxygen storage compartment is not obstructed and is pressurized to the fuselage external pressure.

(d) Check that oxygen mask stowage box doors are closed.

**ON A/C 001-003,

(d)Not applicable.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

(d)Do a functional test of residual pressure warning system (Ref. 52-73-00, P. Block 501).

**ON A/C ALL

(f)On the left side of flight compartment, at frame 10:
- put a safety plug with its O-ring on air inlet of pressure switch 16WR
- put a safety streamer on safety plug.

(g)Make certain that center tank vapor seal ventilation outlet drain mast is not obstructed.

(h)Make certain that water tanks are pressurized to same pressure as cabin. On panel 800VU, open safety and tag WATER COMPRESSOR circuit breaker 19MD.
On external water service panel, pull fill/drain valve handle to release tank pressure. Restore handle and close panel. Remove plug on pressurization line on water tank and leave line open.

(Ref. Fig. 001)

(j)Energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).

(k)Make certain that electronics racks ventilation is correct.

(l)On COMPT TEMP panel 437VU:
- check that PACK VALVE 1 and 2 pushbutton switches are released (out), OFF legends on (pack flow control valves closed)
- check that RAM AIR pushbutton switch is released (out) (emergency ram air inlet closed)
- place the four temperature selectors in AUTO position.

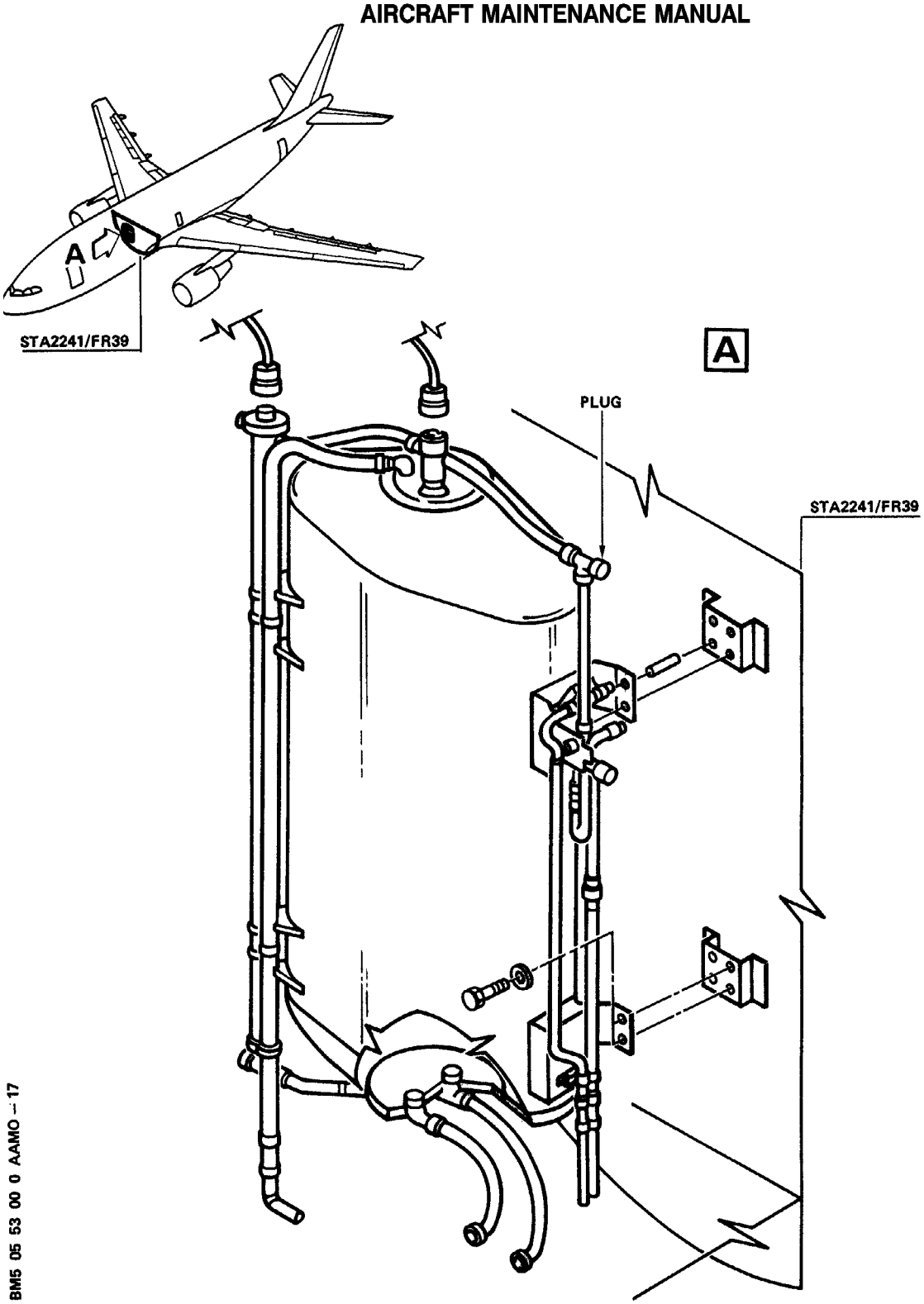
(m)On CABIN PRESS panel 432VU:
- press MAN PRESS pushbutton switch (arrow and ON legend come on)
- open cabin pressure outflow valves by placing V/S CTL switch in UP position (check that pointers on the two cabin pressure outflow valve position indicators move from C to O).

(n)On the panel 132VU, open the Cockpit Door Lock System (CDLS) circuit breaker 1MQ.

**ON A/C 101-200,

(p)Not applicable.

**ON A/C 001-100,



Water Tank
Figure 001

(p)On VENT panel 438VU
- release GND COOL/CTL pushbutton switch (OFF legend comes on and Ground cooling valve closes).

**ON A/C ALL

(q)On VENT panel 438VU:
- release OVBD VALVE pushbutton switch (OFF legend comes on) :
  . INBD flowbar comes on (inboard extract valve opens)
  . OVBD flowbar goes off (overboard extract valve closes)

(r)Close and lock emergency exits and passenger/crew doors.

(s)Test interphone communication between flight compartment and ground crew outside of protected area (Ref. 23-51-00, P. Block 501).

(t)Pressurize pneumatic system:
- Using APU
  . start up APU (Ref. 49-00-00, P. Block 501); on AIR BLEED section of panel 436VU, APU BLEED switch is in ON position
- Using HP ground air supply unit
  . connect HP ground air supply unit to HP ground connectors
  . on AIR BLEED section of panel 436VU, release X FEED mode pushbutton switch (MAN legend on) and press X FEED valve position pushbutton switch (flowbar in line).

(2)Test

ACTION	RESULT
(a)On COMPT TEMP panel 437VU - press PACK VALVE 1 and 2 push-button switches - control cabin temperature as required	On panel 437VU - OFF legends on PACK VALVE push-button switches go off (flowbars on PACK VALVE annunciators are on).
(b)On CABIN PRESS panel 432VU - momentarily place V/S CTL switch in DN position to increase cabin pressure (cabin rate of change should not exceed 500 ft/mn) until a 4 psi differential pressure is reached. WARNING : - AN EXCESSIVE CABIN ALTITUDE VARIATION CAN CAUSE INJURY TO PERSONNEL. - DO NOT EXCEED A 4 PSI DIFFERENTIAL PRESSURE.	On panel 432VU - cabin vertical speed indicator displays cabin altitude/pressure rate of change - cabin differential pressure indicator displays an increase in differential pressure (ΔP).
(c)Allow pressure to stabilize at 4 psi ΔP.	
(d)Check for leakage by applying leak detecting soap solution.	
(e)On CABIN PRESS panel 432VU - momentarily place V/S CTL switch	On panel 432VU - cabin vertical speed indicator

ACTION	RESULT
in UP position to decrease cabin pressure (cabin rate of change should not exceed 500 ft/mn).	displays cabin altitude rate of change - cabin differential pressure indicator displays a decrease in differential pressure.

(f)When ΔP is below 0.2 psi:
- On VENT panel 438VU :
. push OVBD VALVE pushbutton switch (the OFF legend goes off).

**ON A/C 001-003,

WARNING : DO NOT OPEN THE DOOR UNTIL THE RESIDUAL PRESSURE IS ELIMINATED.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

WARNING : DO NOT OPEN THE DOOR IF THE RED WARNING LIGHT IS FLASHING (REF. 52-70-00, P. BLOCK 1). THE DOOR COULD OPEN SUDDENLY DUE TO RESIDUAL PRESSURE AND CAUSE INJURY AND/OR DAMAGE.

**ON A/C ALL

(a)On the left side of flight compartment, at frame 10:
- remove safety streamer from safety plug
- remove safety plug with its O-ring from air inlet of pressure switch 16WR.

(b)On the panel 132VU, close the CDLS circuit breaker 1MQ and do a CDLS test (Ref. 52-51-00, P. Block 501).

(c)Restore system and aircraft to normal operating condition.

3. Test at 8 psi ΔP for Leakage at Repaired Zone

WARNING : MAKE SURE THAT:
- ONLY THE PERSONS NECESSARY FOR THE PRESSURIZATION TEST ARE IN THE AIRCRAFT DURING THE TEST
R - THE PERSONS IN THE AIRCRAFT ARE IN GOOD PHYSICAL CONDITION.
BE CAREFUL WHEN YOU CONTROL THE PRESSURE. SUDDEN CHANGES IN PRESSURE CAN CAUSE PAIN AND INJURY.

WARNING : THERE MUST BE TWO PERSONS IN THE COCKPIT DURING THE PRESSURIZATION TEST.
IF A CHANGE IN PRESSURE HAS AN UNWANTED EFFECT (PAIN, NOISE IN THE EARS, HEADACHE, OR OTHER) ON ONE PERSON, THE OTHER PERSON CAN ADJUST THE PRESSURE TO PREVENT INJURY.

WARNING : OPENING A PRESSURE SEALED DOOR WHEN THE AIRCRAFT IS FULLY OR PARTLY

PRESSURIZED WILL CAUSE EXPLOSIVE DECOMPRESSION, DEATH OR INJURY TO PERSONNEL AND DAMAGE TO THE AIRCRAFT.

**ON A/C 001-003,

WARNING : DO NOT OPEN THE DOOR UNTIL THE RESIDUAL PRESSURE IS ELIMINATED.

R NOTE : People with a cold, ear ache, sinus problem or other illness
R are not considered to be in good physical condition and should not be
R on the aircraft during the pressurization test.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

WARNING : DO NOT OPEN THE DOOR IF THE RED WARNING LIGHT IS FLASHING (REF. 52-70-00, P. BLOCK 1). THE DOOR COULD OPEN SUDDENLY DUE TO RESIDUAL PRESSURE AND CAUSE INJURY AND/OR DAMAGE.

R NOTE : People with a cold, ear ache, sinus problem or other illness
R are not considered to be in good physical condition and should not be
R on the aircraft during the pressurization test.

**ON A/C ALL

A. Reason for the Job
(1)To check for leakage at repaired zone.

B. Equipment and Materials

ITEM	DESIGNATION
(1)	Electrical Ground Power Unit - 3-Phase, 115/220 V, 400 Hz, 90 KVA
(2)	HP Ground Air Supply Unit (pressure 15-45 psig; temperature 100°C approx.)
(3)	Safety Barriers
(4)	Warning Notices
(5)	Leak Detecting Soap Solution
(6)	Safety Plug - Ref. MS21913-4
(7)	O-ring - Ref. NAS1612-4
(8)	Safety Streamer
Referenced Procedures	
- 23-51-00, P. Block 501	Audio Integrating
- 24-41-00, P. Block 301	AC External Power Control
- 35-12-51, P. Block 401	Quick Donning Oxygen Mask - Removal/Installation
- 49-00-00, P. Block 501	Airborne Auxiliary Power

ITEM	DESIGNATION

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

- 52-70-00, P. Block 1 Door Warning
- 52-73-00, P. Block 501 Residual Pressure Warning System

**ON A/C ALL

C. Procedure
(1)Job set-up
(a)The following components can remain installed on aircraft provided that they are connected to the air data system and that this system is vented to ambient via the pitot and static probes:
- Standby and metric altimeters
- Standby airspeed indicators (CAPT and F/O)
- Air data computers (ADC1 and 2).

(b)Position safety barriers and display warning notices prohibiting access to the work area.
(c)Make certain that oxygen storage compartment is not obstructed and is pressurized to the fuselage external pressure.
(d)Check that oxygen mask stowage box doors are closed.

**ON A/C 001-003,

(e)Not applicable.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

(e)Do a functional test of residual pressure warning system (Ref. 52-73-00, P. Block 501).

**ON A/C ALL

(f)On the left side of the cockpit, at frame 10:
- put the safety plug with its O-ring on the air inlet of the pressure switch 16WR
- put a safety streamer on the safety plug.

(g)We recommend that you remove the crew oxygen masks (Ref. 35-12-51, P. Block 401).
NOTE : This test requires an absolute pressure higher than the cabin pressures you get during usual aircraft operations.

The crew masks have an aneroid capsule that is usually resistant to the absolute pressures you can get during this test.
But, to prevent high stress on the aneroid capsule, we recommend the removal of the oxygen masks.

(h)Make certain that center tank vapor seal ventilation outlet drain mast is not obstructed.

(j)Make certain that water tanks are pressurized to same pressure as cabin. On panel 800VU, open, safety and tag **WATER COMPRESSOR** circuit - breaker **19MD**.
On external water service panel, pull fill/drain valve handle to release tank pressure. Restore handle and close panel. Remove plug on pressurization line on water tank and leave line open.
(Ref. Fig. 001)

(k)Energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).

(l)Make certain that electronics racks ventilation is correct.

(m)On **COMPT TEMP** panel **437VU**
- check that **PACK VALVE** 1 and 2 pushbutton switches are released (out), **OFF** legends on (pack flow control valves closed)
- check that **RAM AIR** pushbutton switch is released (out) (emergency ram air inlet closed)
- place the four temperature selectors in **AUTO** position.

(n)On **CABIN PRESS** panel **432VU**
- press **MAN PRESS** pushbutton switch (arrow and **ON** legend come on)
- open cabin pressure outflow valves by placing **V/S CTL** switch in **UP** position (check that pointers on the two cabin pressure outflow valve position indicators move from **C** to **O**).

(p)On the panel **132VU**, open the Cockpit Door Lock System (**CDLS**) circuit breaker **1MQ**.

****ON A/C 101-200,**

(q)Not applicable

****ON A/C 001-100,**

(q)On **VENT** panel **438VU**
- release **GND COOL/CTL** pushbutton switch (**OFF** legend comes on and Ground cooling valve closes).

****ON A/C ALL**

(r)On **VENT** panel **438VU** :
- release **OVBD VALVE** pushbutton switch (**OFF** legend comes on):
  . **INBD** flowbar comes on (inboard extract valve opens)
  . **OVBD** flowbar goes off (overboard extract valve closes).

(s)Close and lock emergency exits and passenger/crew doors.

(t)Test interphone communication between flight compartment and ground crew outside of protected area (Ref. 23-51-00, P. Block 501).

(u)Pressurize pneumatic system:
- Using **APU**

. start up APU (Ref. 49-00-00, P. Block 501); on AIR BLEED section of panel 436VU, APU BLEED switch is in ON position.

- Using HP ground air supply unit
  . connect HP ground air supply unit to HP ground connectors
  . on AIR BLEED section of panel 436VU, release X FEED mode pushbutton switch (MAN legend on) and press X FEED valve position pushbutton switch (flowbar in line).

(2)Test

ACTION	RESULT
(a)On COMPT TEMP panel 437VU - press PACK VALVE 1 and/or 2 push-button switches - control cabin temperature as required	On panel 437VU - OFF legends on PACK VALVE push-button switches go off (flowbars on PACK VALVE annunciators are on).
(b)On CABIN PRESS panel 432VU - momentarily place V/S CTL switch in DN position to increase cabin pressure (cabin rate of change should not exceed 500 ft/mn) until a 8 psi differential pressure is reached. WARNING : - AN EXCESSIVE CABIN ALTITUDE VARIATION CAN CAUSE INJURY TO PERSONNEL. - DO NOT EXCEED A 8 PSI DIFFERENTIAL PRESSURE.	On panel 432VU - cabin vertical speed indicator displays cabin altitude/pressure rate of change - cabin differential pressure indicator displays an increase in differential pressure (ΔP).
(c)Allow pressure to stabilize at 8 psi ΔP.	
(d)Check for leakage by applying leak detecting soap solution.	
(e)On CABIN PRESS panel 432VU - momentarily place V/S CTL switch in UP position to decrease cabin pressure (cabin rate of change should not exceed 500 ft/mn).	On panel 432VU - cabin vertical speed indicator displays cabin altitude rate of change - cabin differential pressure indicator displays a decrease in differential pressure.
(f)When ΔP is below 0.2 psi: - On VENT panel 438VU: . push OVBD VALVE pushbutton switch (the OFF legend goes off).	

(3)Close-up

**ON A/C 001-003,

WARNING : DO NOT OPEN THE DOOR UNTIL THE RESIDUAL PRESSURE IS ELIMINATED.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

WARNING : DO NOT OPEN THE DOOR IF THE RED WARNING LIGHT IS FLASHING (REF. 52-70-00, P. BLOCK 1). THE DOOR COULD OPEN SUDDENLY DUE TO RESIDUAL PRESSURE AND CAUSE INJURY AND/OR DAMAGE.

**ON A/C ALL

(a)On the left side of flight compartment, at frame 10:
- remove safety streamer from safety plug
- remove safety plug with its O-ring from air inlet of pressure switch 16WR.

(b)If you removed the crew oxygen masks, install them (Ref. 35-12-51, P. Block 401).

(c)On the panel 132VU, close the CDLS circuit breaker 1MQ and do a CDLS test (Ref. 52-51-00, P. Block 501).

(d)Restore system and aircraft to normal operating condition.

4. Test at 8 psi ΔP for Structure Leakage Measurement

WARNING : MAKE SURE THAT:
- ONLY THE PERSONS NECESSARY FOR THE PRESSURIZATION TEST ARE IN THE AIRCRAFT DURING THE TEST
R - THE PERSONS IN THE AIRCRAFT ARE IN GOOD PHYSICAL CONDITION.

BE CAREFUL WHEN YOU CONTROL THE PRESSURE. SUDDEN CHANGES IN PRESSURE CAN CAUSE PAIN AND INJURY.

WARNING : THERE MUST BE TWO PERSONS IN THE COCKPIT DURING THE PRESSURIZATION TEST.
IF A CHANGE IN PRESSURE HAS AN UNWANTED EFFECT (PAIN, NOISE IN THE EARS, HEADACHE OR OTHER) ON ONE PERSON, THE OTHER PERSON CAN ADJUST THE PRESSURE TO PREVENT INJURY.

WARNING : OPENING A PRESSURE SEALED DOOR WHEN THE AIRCRAFT IS FULLY OR PARTLY PRESSURIZED WILL CAUSE EXPLOSIVE DECOMPRESSION, DEATH OR INJURY TO PERSONNEL AND DAMAGE TO THE AIRCRAFT.

**ON A/C 001-003,

WARNING : DO NOT OPEN THE DOOR UNTIL THE RESIDUAL PRESSURE IS ELIMINATED.

R NOTE : People with a cold, ear ache, sinus problem or other illness
R are not considered to be in good physical condition and should not be
R on the aircraft during the pressurization test.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

WARNING : DO NOT OPEN THE DOOR IF THE RED WARNING LIGHT IS FLASHING (REF. 52-70-00, P. BLOCK 1). THE DOOR COULD OPEN SUDDENLY DUE TO RESIDUAL PRESSURE AND CAUSE INJURY AND/OR DAMAGE.

R NOTE : People with a cold, ear ache, sinus problem or other illness
R are not considered to be in good physical condition and should not be
R on the aircraft during the pressurization test.

**ON A/C ALL

A. Reason for the Job

(1)To check that structural leakage does not exceed the authorized maximum.

B. Equipment and Materials

ITEM	DESIGNATION
(1)	Electrical Ground Power Unit - 3-Phase, 115/220 V, 400 Hz, 90 KVA
(2)	HP Ground Air Supply Unit (pressure 15-45 psig; temperature 100°C approx.)
(3)	Safety Barriers
(4)	Warning Notices
(5)97A21102506000	Blanking Tool
(6)	Leak Detecting Soap Solution
(8)	Safety Plug - Ref. MS21913-4
(9)	O-ring - Ref. NAS1612-4
(10)	Safety Streamer
Referenced Procedures	
- 23-51-00, P. Block 501	Audio Integrating
- 24-41-00, P. Block 301	AC External Power Control
- 35-12-51, P. Block 401	Quick Donning Oxygen Mask - Removal/Installation
- 35-21-41, P. Block 401	Altitude Switch
- 49-00-00, P. Block 501	Airborne Auxiliary Power

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

- 52-70-00, P. Block 1	Door Warning
- 52-73-00, P. Block 501	Residual Pressure Warning System

**ON A/C ALL

C. Procedure

(1)Job set-up
(a)The following components can remain installed on aircraft provided that they are connected to the air data system and that this system is vented to ambient via the pitot and static probes.
- Standby and metric altimeters
- Standby airspeed indicators (CAPT and F/O)
- Air data computers (ADC1 and 2).

(b)Position safety barriers and display warning notices prohibiting access to the work area.
(c)Make certain that oxygen storage compartment is not obstructed and is pressurized to the fuselage external pressure.
(d)Check that oxygen mask stowage box doors are closed.

**ON A/C 001-003,

(e)Not applicable.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

(e)Do a functional test of residual pressure warning system (Ref. 52-73-00, P. Block 501).

**ON A/C ALL

(f)On the left side of flight compartment, at frame 10:
- put safety plug with its O-ring on air inlet of pressure switch 16WR
- put a safety streamer on safety plug.

(g)We recommend that you remove the crew oxygen masks (Ref. 35-12-51, P. Block 401).
NOTE : This test requires an absolute pressure higher than the cabin pressures you get during usual aircraft operations. The crew masks have an aneroid capsule that is usually resistant to the absolute pressures you can get during this test.
But, to prevent high stress on the aneroid capsule, we recommend the removal of the oxygen masks.

(h)Install blanking tool 97A21102506000 on lavatory and galley ventilation outlets aft of FR78.
(j)Make certain that center tank vapor seal ventilation outlet drain mast is not obstructed.
(k)Make certain that water tanks are pressurized to same pressure as cabin.

(l)On panel 800VU, open, safety and tag WATER COMPRESSOR circuit breaker 19MD.
(m)On external water service panel, pull fill/drain valve handle to release tank pressure. Restore handle and close panel. Remove plug on pressurization line on water tank and leave line open.

(Ref. Fig. 001)

(n)Energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).

(p)Make certain that electronics racks ventilation is correct.

(q)On COMPT TEMP panel 437VU

- check that PACK VALVE 1 and 2 pushbutton switches are released (out), OFF legends on (pack flow control valves closed)
- check that RAM AIR pushbutton switch is released (out) (emergency ram air inlet closed)
- place the four temperature selectors in AUTO position.

(r)On CABIN PRESS panel 432VU

- press MAN PRESS pushbutton switch (arrow and ON legend come on)
- open cabin pressure outflow valves by placing V/S CTL switch in UP position (check that pointers on the two cabin pressure outflow valve position indicators move from C to O).

(s)On the panel 132VU, open the Cockpit Door Lock System (CDLS) circuit breaker 1MQ.

**ON A/C 101-200,

(t)Not applicable

**ON A/C 001-100,

(t)On VENT panel 438VU.

- release GND COOL/CTL pushbutton switch (OFF legend comes on and Ground cooling valve closes).

**ON A/C ALL

(u)On VENT panel 438VU:

- release OVBD VALVE pushbutton switch (OFF legend comes on):
  . INBD flowbar comes on (inboard extract valve opens)
  . OVBD flowbar goes off (overboard extract valve closes)

(v)Close and lock emergency exits and passenger/crew doors.

(w)Test interphone communication between flight compartment and ground crew outside of protected area (Ref. 23-51-00, P. Block 501).

(x)Pressurize pneumatic system:

- Using APU
  . start up APU (Ref. 49-00-00, P. Block 501) ; on AIR BLEED section of panel 436VU, APU BLEED switch is in ON position
- Using HP ground air supply unit
  . connect HP ground air supply unit to HP ground connectors
  . on AIR BLEED section of panel 436VU, release X FEED mode pushbutton switch (MAN legend on) and press X FEED valve position pushbutton switch (flowbar in line).

(2)Test

ACTION	RESULT
(a)On COMPT TEMP panel 437VU - press PACK VALVE 1 and/or 2 push-button switches	On panel 437VU - OFF legends on PACK VALVE push-button switches go off (flowbars on

ACTION	RESULT
- control cabin temperature as required	PACK VALVE annunciators are on).
(b)On CABIN PRESS panel 432VU - momentarily place V/S CTL switch in DN position to increase cabin pressure (cabin rate of change should not exceed 500 ft/mn) until a 8 psi differential pressure is reached. WARNING : - AN EXCESSIVE CABIN ALTITUDE VARIATION CAN CAUSE INJURY TO PERSONNEL. - DO NOT EXCEED A 8 PSI DIFFERENTIAL PRESSURE.	On panel 432VU - cabin vertical speed indicator displays cabin altitude/pressure rate of change - cabin differential pressure indicator displays an increase in differential pressure (ΔP).
(c)On COMPT TEMP panel 437VU - release PACK VALVE 1 and 2 pushbutton switches.	On panel 437VU - OFF legends on PACK VALVE pushbutton switches come on (flowbars on PACK VALVE annunciators are OFF).
(d)On CABIN PRESS panel 432VU - place V/S CTL switch in DN position to close the outflow valves.	On panel 432VU - make sure that the outflow valves are closed.
(e)When the outflow valves are closed: - start stop watch.	Check that cabin ΔP drop is not exceeding 1 psi in 110 s.
(f)On CABIN PRESS panel 432VU - momentarily place V/S CTL switch in UP position to decrease cabin pressure (cabin rate of change should not exceed 500 ft/mn).	On panel 432VU - cabin vertical speed indicator displays cabin altitude rate of change - cabin differential pressure indicator displays a decrease in differential pressure.
(g)On COMPT TEMP panel 437VU - press PACK VALVE 1 and 2 push-button switches.	On panel 437VU - OFF legends on PACK VALVE pushbutton switches go off (flowbars on PACK VALVE annunciators are on).
(h)Continue to decrease cabin pressure. When ΔP is below 0.2 psi: - On VENT panel 438VU: . push OVBD VALVE pushbutton switch	

ACTION	RESULT

(the OFF legend goes off).

(3)Close-up

**ON A/C 001-003,

WARNING : DO NOT OPEN THE DOOR UNTIL THE RESIDUAL PRESSURE IS ELIMINATED.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

WARNING : DO NOT OPEN THE DOOR IF THE RED WARNING LIGHT IS FLASHING (REF. 52-70-00, P. BLOCK 1). THE DOOR COULD OPEN SUDDENLY DUE TO RESIDUAL PRESSURE AND CAUSE INJURY AND/OR DAMAGE.

**ON A/C ALL

(a)On the left side of flight compartment at frame 10:
- remove safety streamer from safety plug
- remove safety plug with its O-ring from air inlet of pressure switch 16WR.

(b)If you removed the crew oxygen masks, install them (Ref. 35-12-51, P. Block 401).

(c)On the panel 132VU, close the CDLS circuit breaker 1MQ and do a CDLS test (Ref. 52-51-00, P. Block 501).

(d)Restore system and aircraft to normal operating condition.

5. Test at 4 psi ΔP for Structure Leakage Measurement

WARNING : MAKE SURE THAT :
- ONLY THE PERSONS NECESSARY FOR THE PRESSURIZATION TEST ARE IN THE AIRCRAFT DURING THE TEST
- THE PERSONS IN THE AIRCRAFT ARE IN GOOD PHYSICAL CONDITION.

R BE CAREFUL WHEN YOU CONTROL THE PRESSURE. SUDDEN CHANGES IN PRESSURE CAN CAUSE PAIN AND INJURY.

WARNING : THERE MUST BE TWO PERSONS IN THE COCKPIT DURING THE PRESSURIZATION TEST.
IF A CHANGE IN PRESSURE HAS AN UNWANTED EFFECT (PAIN, NOISE IN THE EARS, HEADACHE OR OTHER) ON ONE PERSON, THE OTHER PERSON CAN ADJUST THE PRESSURE TO PREVENT INJURY.

WARNING : OPENING A PRESSURE SEALED DOOR WHEN THE AIRCRAFT IS FULLY OR PARTLY PRESSURIZED WILL CAUSE EXPLOSIVE DECOMPRESSION, DEATH OR INJURY TO PERSONNEL AND DAMAGE TO THE AIRCRAFT.

**ON A/C 001-003,

WARNING : DO NOT OPEN THE DOOR UNTIL THE RESIDUAL PRESSURE IS ELIMINATED.

R NOTE : People with a cold, ear ache, sinus problem or other illness
R are not considered to be in good physical condition and should not be
R on the aircraft during the pressurization test.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

WARNING : DO NOT OPEN THE DOOR IF THE RED WARNING LIGHT IS FLASHING (REF. 52-70-00, P. BLOCK 1). THE DOOR COULD OPEN SUDDENLY DUE TO RESIDUAL PRESSURE AND CAUSE INJURY AND/OR DAMAGE.

R NOTE : People with a cold, ear ache, sinus problem or other illness
R are not considered to be in good physical condition and should not be
R on the aircraft during the pressurization test.

**ON A/C ALL

A. Reason for the Job
(1)To check that structural leakage does not exceed the authorized maximum.

B. Equipment and Materials

ITEM	DESIGNATION
(1)	HP Ground Air Supply Unit (Press 15.45 PSIG ; temp Ca.100 °C)
(2)	Safety Barriers
(3)	Warning Notices
(4)97A21102506000	Blanking Tool
(5)	Safety Plug - Ref. MS21913-4
(6)	O-ring - Ref. NAS1612-4
(7)	Safety Streamer
Referenced Procedures	
- 23-51-00, P. Block 501	Audio Integrating
- 24-41-00, P. Block 301	AC External Power Control
- 49-00-00, P. Block 501	Airborne Auxiliary Power

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

- 52-70-00, P. Block 1	Door Warning
- 52-73-00, P. Block 501	Residual Pressure Warning System

**ON A/C ALL

C. Procedure
(1)Job set-up
(a)The following components can remain installed on aircraft provided that they are connected to the air data system and that this system is vented to ambient via the pitot and static probes:
- Standby and metric altimeters
- Standby airspeed indicators (CAPT and F/O)
- Air data computers (ADC 1 and 2).

(b)Position safety barriers and display warning notices prohibiting access to the work area.
(c)Make certain that oxygen storage compartment is not obstructed and is pressurized to the fuselage external pressure.
(d)Check that oxygen mask stowage box doors are closed.

**ON A/C 001-003,

(e)Not applicable.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

(e)Do a functional test of residual pressure warning system (Ref. 52-73-00, P. Block 501).

**ON A/C ALL

(f)On the left side of flight compartment, at frame 10:
- put safety plug with its O-ring on air inlet of pressure switch 16WR
- put a safety streamer on safety plug.

(g)Install blanking tool 97A21102506000 on lavatory and galley ventilation outlets aft of FR78.
(h)Make certain that center tank vapor seal ventilation outlet drain mast is not obstructed.
(j)Make certain that water tanks are pressurized to same pressure as cabin.

(k)On panel 800VU, open, safety and tag WATER COMPRESSOR circuit breaker 19MD.
(l)On external water service panel, pull fill/drain valve handle to release tank pressure. Restore handle and close panel. Remove plug on pressurization line on water tank and leave line open. (Ref. Fig. 001)
(m)Energize the aircraft electrical network (Ref. 24-41-00, P. Block 301).
(n)Make certain that electronics racks ventilation is correct.
(p)On COMPT TEMP panel 437VU
- check that PACK VALVE 1 and 2 pushbutton switches are released (out), OFF legends on (pack flow control valves closed)
- check that RAM AIR pushbutton switch is released (out) (emergency ram

air inlet closed)
- place the four temperature selectors in AUTO position.

(q)On CABIN PRESS panel 432VU
- press MAN PRESS pushbutton switch (arrow and ON legend come on)
- open cabin pressure outflow valves by placing V/S CTL switch in UP position (check that pointers on the two cabin pressure outflow valve position indicators move from C to O).

(r)On the panel 132VU, open the Cockpit Door Lock System (CDLS) circuit breaker 1MQ.

**ON A/C 101-200,

(s)Not applicable.

**ON A/C 001-100,

(s)On VENT panel 438VU
- release GND COOL/CTL pushbutton switch (OFF legend comes on and Ground cooling valve closes).

**ON A/C ALL

(t)On VENT panel 438VU:
- release OVBD VALVE pushbutton switch (OFF legend comes on):
  . INBD flowbar comes on (inboard extract valve opens)
  . OVBD flowbar goes off (overboard extract valve closes)

(u)Close and lock emergency exits and passenger/crew doors.

(v)Test interphone communication between flight compartment and ground crew outside of protected area (Ref. 23-51-00, P. Block 501).

(w)Pressurize pneumatic system:
- Using APU
  . start up APU (Ref. 49-00-00, P. Block 501) ; on AIR BLEED section of panel 436VU, APU BLEED switch is in ON position
- Using HP ground air supply unit
  . connect HP ground air supply unit to HP ground connectors
  . on AIR BLEED section of panel 436VU, release X FEED mode pushbutton switch (MAN legend on) and press X FEED valve position pushbutton switch (flowbar in line).

(2)Test

ACTION	RESULT
(a)On COMPT TEMP panel 437VU - press PACK VALVE 1 and 2 push-button switches - control cabin temperature as required	On panel 437VU - OFF legends on PACK VALVE push-button switches go off (flowbars on PACK VALVE annunciators are on).
(b)On CABIN PRESS panel 432VU - momentarily place V/S CTL switch in DN position to increase cabin pressure (cabin rate of change	On panel 432VU - cabin vertical speed indicator displays cabin altitude/pressure rate of change

ACTION	RESULT
should not exceed 500 ft/mn) until a 4 psi differential pressure is reached.	- cabin differential pressure indicator displays an increase in differential pressure (ΔP).
WARNING : - AN EXCESSIVE CABIN ALTITUDE VARIATION CAN CAUSE INJURY TO PERSONNEL. - DO NOT EXCEED A 4 PSI DIFFERENTIAL PRESSURE.	
(c)On COMPT TEMP panel 437VU - release PACK VALVE 1 and 2 pushbutton switches.	On panel 437VU - OFF legends on PACK VALVE pushbutton switches come on (flowbars on PACK VALVE annunciators are OFF).
(d)On CABIN PRESS panel 432VU - place V/S CTL switch in DN position to close the outflow valves.	On panel 432VU - make sure that the outflow valves are closed.
(e)When the outflow valves are closed : - start the stop watch.	On panel 432VU - on cabin vertical speed indicator, check that cabin altitude rate of change does not exceed 590 ft./mn ±50 ft./mn.
(f)On CABIN PRESS panel 432VU - momentarily place V/S CTL switch in UP position to decrease cabin pressure (cabin rate of change should not exceed 500 ft/mn).	On panel 432VU - cabin vertical speed indicator displays cabin altitude rate of change - cabin differential pressure indicator displays a decrease in differential pressure.
(g)On COMPT TEMP panel 437VU - press PACK VALVE 1 and 2 push-button switches.	On panel 437VU - OFF legends on PACK VALVE pushbutton switches go off (flowbars on PACK VALVE annunciators are on).
(h)Continue to decrease cabin pressure. When ΔP is below 0.2 psi: - On VENT panel 438VU: . push OVBD VALVE pushbutton switch (the OFF legend goes off).	
(3)Close-up	
**ON A/C 001-003,	

WARNING : DO NOT OPEN THE DOOR UNTIL THE RESIDUAL PRESSURE IS ELIMINATED.

**ON A/C ALL

Post SB 52-2039 For A/C 001-003,

WARNING : DO NOT OPEN THE DOOR IF THE RED WARNING LIGHT IS FLASHING (REF. 52-70-00, P. BLOCK 1). THE DOOR COULD OPEN SUDDENLY DUE TO RESIDUAL PRESSURE AND CAUSE INJURY AND/OR DAMAGE.

**ON A/C ALL

(a)On the left side of flight compartment, at frame 10:
- remove safety streamer from safety plug
- remove safety plug with its O-ring from air inlet of pressure switch 16WR.

(b)On the panel 132VU, close the CDLS circuit breaker 1MQ and do a CDLS test (Ref. 52-51-00, P. Block 501).

(c) Restore system and aircraft to normal operating condition.

DEMAGNETIZATION

1. Demagnetization of the External Parts of the Frames of the Windshield and Sliding Windows

A. General

The demagnetization procedure is applicable to the external parts of the frames of the windshield and sliding windows.
Use this procedure if you are sure that incorrect deviation of the standby compass occurs after adjustment on the compensation base.

B. Procedure

(1)Equipment and Material

ITEM	DESIGNATION
(a)DM05275A	Demagnetizer - 110V/60 Hz
or	
DM05275B	Demagnetizer - 220V/50 Hz
(b)MGM50	Gaussmeter
Referenced Procedures	
- 34-28-00, P. Block 501	Standby Compass - Compensation Adjustment
- 34-28-21, P. Block 401	Standby Compass - Removal/Installation

(2)Job set-up
- (a)Make sure that the aircraft is not energized (batteries, engines or external power supply).
- (b)Remove the standby compass (Ref. 34-28-21, P. Block 401) from the cockpit and keep it away from magnetic sources.

(3)Find the Magnetic Zones :
- (a)Obey the instructions from the manufacturer for the Gaussmeter (MGM50).
- (b)Make sure that the Gaussmeter operates correctly :
  - the pointer must move when you put the instrument near the shaft of the windshield wiper motors.
- (c)With the Gaussmeter, find the magnetic zones of the external parts of the frames of the windshield and sliding windows. Record the value for each zone.
  NOTE : Ignore the magnetization on the shaft of the windshield wiper motors.

(4)Demagnetize :
- (a)Obey the instructions from the manufacturer for the demagnetizer (DM05275A or DM05275B).
- (b)Energize the demagnetizer
- (c)Put the demagnetizer at a very small distance (1 cm approx.) from the part it is necessary to demagnetize. This position gives the reference plane.
- (d)Push the power supply button (indicator light on) and keep the demagnetizer above the magnetic zone during 2 to 3 seconds.
  Then move the demagnetizer away slowly at a constant speed and at right angles to the reference plane. You must move the demagnetizer to a minimum distance of 50 cm approx. before you release the button.

(e)Do the step (4) again for each zone that you must demagnetize.
(f)De-energize the demagnetiser.
(g)For each demagnetized zone, read the value shown on the Gaussmeter. Make sure that this value is near zero.
(h)If you find zones that are not fully demagnetized, do again the step (4) until the value read on the Gaussmeter is near zero.

(5)Close-up
(a)Install the standby compass (Ref. 34-28-21, P. Block 401).
(b)Do the compensation adjustment of the standby compass (Ref. 34-28-00, P. Block 501).

LEVELING AND MEASUREMENT AFTER A/C ABNORMAL OPERATION

1. General

The purpose of this topic is to provide instructions for accomplishment of measuring and alignment checks.

The checks defined in this topic may be required subsequent to hard landings, flights in excessive turbulence or other incidents which may have caused structural deformation.

NOTE 1 : Measuring checks must be performed with aircraft placed in still air and at nearly constant temperature. Record ambient temperature during the checks.

NOTE 2 : Do not carry out checks for at least one hour
- after engine shutdown
- after prolonged exposure of the aircraft to direct sun heat.

Prior to undertaking any of the following checks ;

A. Defuel the aircraft

B. Place
control surfaces in neutral position

C. Jack up aircraft (Ref. 07-11-00) and level (Ref. 08-22-00)

2. Equipment and Materials

ITEM	DESIGNATION
A. 98A08001001000	Sighting Rods - Vertical Stabilizer
B. 98A08003001000	Sighting Rods - Fuselage
C. 98A08003004000	Sighting Rods - THS
D. 98A08003005000	Sighting Rods - Wing
E. 98A08001003000	Tool - Vertical Stabilizer Measurement
F. 98A08001019000	Plumb Line Tools - Engine Pylon
G. 98A08001004000	Set - Plumb Bobs
H. 98A08001005000	Holding Set - Measuring Cord
J. 98A08001006000	Column - Graduated
K. 98A08001014000	Adaptor - Plumb Bob Set Wheel Centerline Nose and Main Landing Gear
L.	Surveyors Tape - 30 m (100 ft.)
M.	Sight Tubes (2 off) Support for sight tube
N.	Gunners Quadrant
O.	Theodolite
Referenced Procedures	
- 07-11-00, P. Block 1	Jacking for Aircraft Maintenance Operations
- 08-22-00, P. Block 1	Precise Leveling

3. Datum

A. Definition of Leveling Axis (Ref. Fig. 001)
- longitudinal axis XX' : alignment of points 11 and 16 along the fuselage

horizontal datum line point 22R. Z = 0
- Vertical axis ZZ' : vertical line crossing point 12
- Transverse axis YY' : perpendicular to XX' and YY'.

B. Datum Points
(1)Fuselage datum points
(Ref. Fig. 002)

C. Measurement Charts
(1)Table 1
(Ref. Fig. 003)
(Ref. Fig. 004)
(2)Table 2
(Ref. Fig. 005)
(Ref. Fig. 006)

4. Principles for Z Measurements in Various Aircraft Points-Setting up of Graduated Column

Z measurement shall be made using graduated column (Ref. Fig. 001)
- The column is tripod mounted. It is placed in the alignment of points 11 and 14 and is set in the vertical plane by a level.
R - The column must be placed in front of the nose of the aircraft at a
R distance of X = 5 ± 1 m (16.5 ft ± 3.25 ft.).
- A rack arrangement provides for adjustment of column height to match Z datum of the aircraft.

5. Bottom Fuselage Check Point Recording

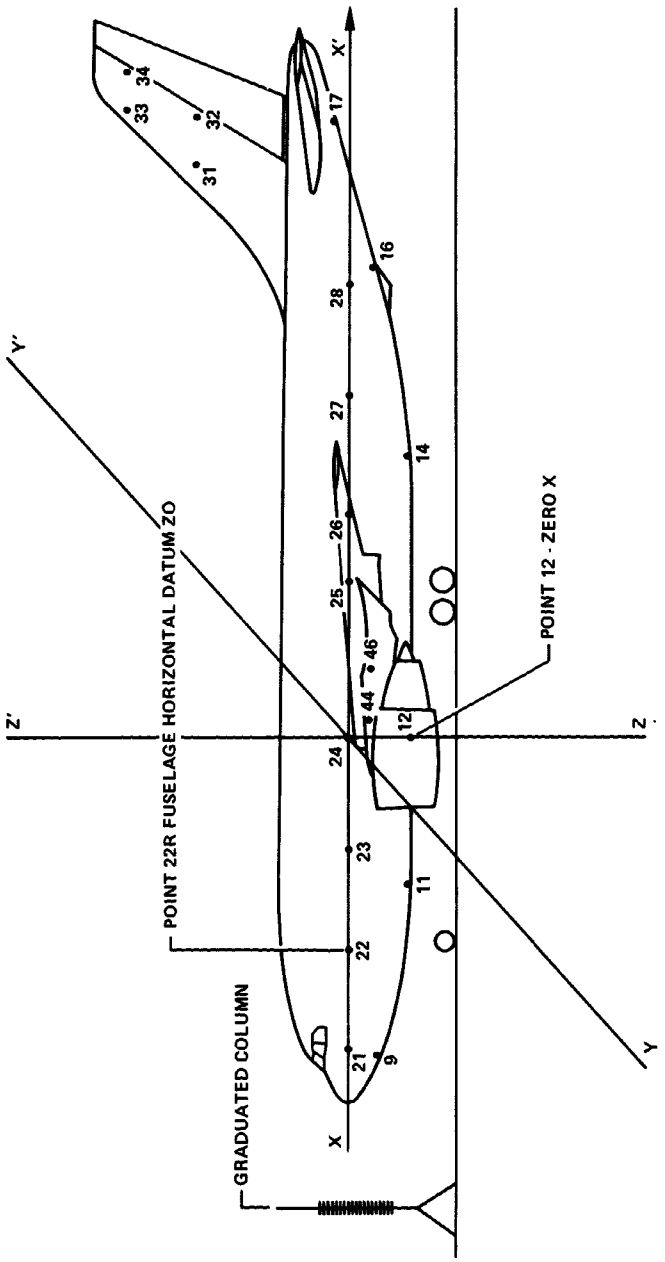
A. Fuselage Center Line Datum (Ref. Fig. 007)
Set up a theodolite to project to the floor points 11 and 16, and mark accordingly, stretch a cord in alignment of points 11 and 16.

B. Y Measurement
Set up a theodolite to project to the floor points 9, 12, 14 and 17. Record L and R variations from cord, see Table 1.

C. Z Measurement
R Adjust sight tube at Z = - 4500 mm (- 177.16 in.) from fuselage horizontal datum. Record variations between readings on rods at points 9, 11, 12, 14, 16, 17 and sight tube scanning plane. Refer to Table 1.

D. X Measurement
Record X position of bottom fuselage points with respect to point 12. Refer to Table 1.

6. Twist Check (Ref. Fig. 008)
Record height of the points of fuselage horizontal datum using the two sight tubes placed on either side of the fuselage.
Z variations of the fuselage horizontal datum points indicate fuselage twist. Refer to Table 1.



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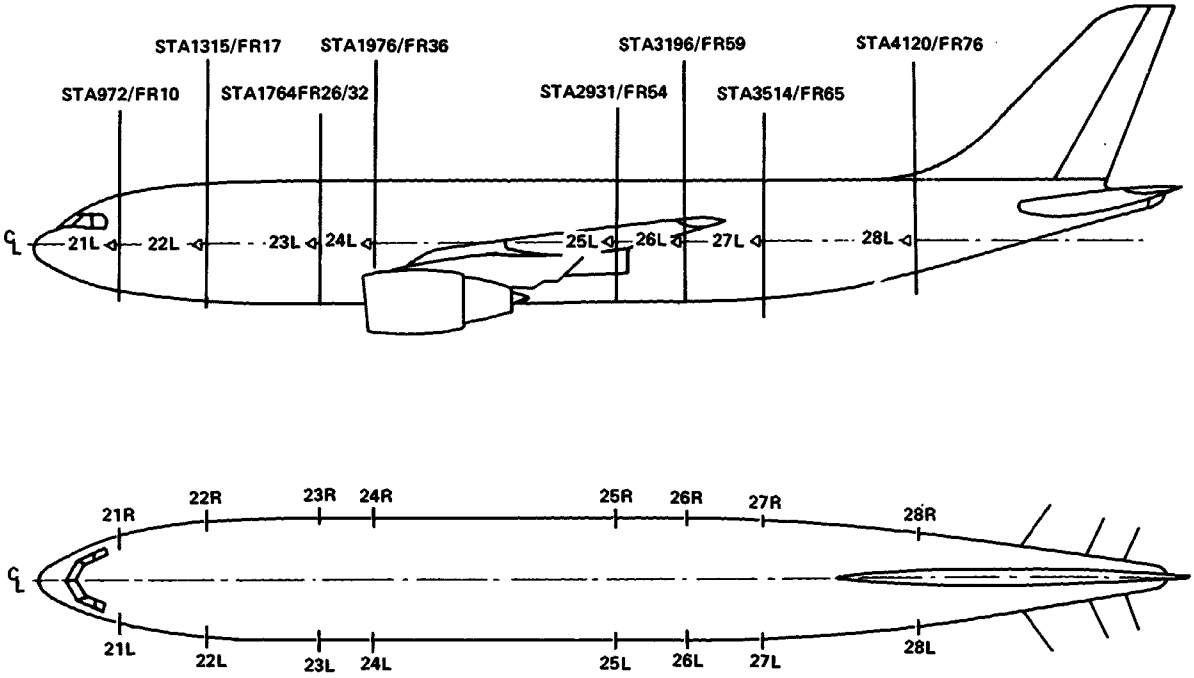
Leveling Axis
Figure 001



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Fuselage Datum Points - Location
Figure 002

TABLE 1 DIMENSIONS IN MM

	POINT	X	Y	Z	ANGLE	VARIATION			
						X	Y	Z	ANGLE
WING	1								
	2								
	3								
	4								
	5								
	6								
FUSELAGE BOTTOM	9								
	11								
	12								
	14								
	16								
	17								
FUSELAGE LATERAL	21								
	22								
	23								
	24								
	25								
	26								
	27								
	28								
VERTICAL STABILIZER	31								
	32								
	33								
	34								

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Table 1 (Dimensions in Millimeters)
Figure 003

R

TABLE 1 DIMENSIONS IN IN.

	POINT	X	Y	Z	ANGLE	VARIATION			
						X	Y	Z	ANGLE
WING	1								
	2								
	3								
	4								
	5								
	6								
FUSELAGE BOTTOM	9								
	11								
	12								
	14								
	16								
	17								
FUSELAGE LATERAL	21								
	22								
	23								
	24								
	25								
	26								
	27								
	28								
VERTICAL STABILIZER	31								
	32								
	33								
	34								

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Table 1 (Dimensions in Inches)
Figure 004

R

TABLE 2 DIMENSIONS IN MM

	POINT	X	Y	Z	ANGLE (deg.)	VARIATION X	VARIATION Y	VARIATION Z	VARIATION ANGLE
THS	35 36 37 38								
ENGINE PYLON	43 44 45 46				1°				
NOSE LG	A				α N 90° β N 90°				
MAIN LG	F				α M 91°35' 39" β M 86°38' 51"				

	POINT	DISTANCE	VARIATION
WING/FUSELAGE	6 TO 11		
WING/FUSELAGE	6 TO 16		
THS/FUEL	16 TO 37		

	WINGS POINTS	ANGLE to 11 (IN GRAD)	VARIATION	WINGS POINTS	ANGLE to 14 (IN GRAD)	VARIATION
WING/FUSELAGE	1			1		
	2			2		
	3			3		
	4			4		
	5			5		
	6			6		
	POINT LH	ANGLE to 14 (IN GRAD)	VARIATION	POINT RH	ANGLE to 16 (IN GRAD)	VARIATION
THS/FUEL	35			35		
	36			36		
	37			37		
	38			38		

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Table 2 (Dimensions in Millimeters)
Figure 005

R

TABLE 2 DIMENSIONS IN IN.

	POINT	X	Y	Z	ANGLE (deg.)	VARIATION X	VARIATION Y	VARIATION Z	VARIATION ANGLE
THS	35 36 37 38								
ENGINE PYLON	43 44 45 46				1°				
NOSE LG	A				α N 90° β N 90°				
MAIN LG	F				α M 91°35' 39" β M 86°38' 51"				

	POINT	DISTANCE	VARIATION
WING/FUSELAGE	6 TO 11		
WING/FUSELAGE	6 TO 16		
THS/FUEL	16 TO 37		

	WINGS POINTS	ANGLE to 11 (IN GRAD)	VARIATION	WINGS POINTS	ANGLE to 14 (IN GRAD)	VARIATION
WING/FUSELAGE	1 2 3 4 5 6			1 2 3 4 5 6		
	POINT LH	ANGLE to 14 (IN GRAD)	VARIATION	POINT RH	ANGLE to 16 (IN GRAD)	VARIATION
THS/FUEL	35 36 37 38			35 36 37 38		

Table 2 (Dimensions in Inches)
Figure 006

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R

7. Wing Point Recording

A. Z Recordings
Set up sighting rods at points 1, 2, 3, 4, 5, 6 L and R : set up 1 sight tube as shown on relevant figure (Ref. Fig. 007)
R Adjust sight tube to Z = - 4500 mm (- 177.16 in.) from fuselage horizontal datum.
Record variations between readings on sighting rods at points 1 to 6 L and R, and sight tube scanning plane. Refer to Table 1.

B. Measurement of distance between points 6L/6R and points 11/16 (Ref. Fig. 009)
Project to the floor points 11 and 16, 6L and 6R. Measure distance between points 6L/6R and points 11/16. Refer to Table 2.

C. Angle Recording (Ref. Fig. 010)
Project to the floor points 11 and 14 and set up theodolites on these points.
Record angles of points 1 to 6 with respect to aircraft centerline :
- from point 14 for right wing.
- from point 11 for left wing.
Refer to Table 1.

8. Horizontal Stabilizer Point Recording

A. Z Recordings
Set up sighting rods at points 35, 36, 37, 38 L and R. Adjust sight tube to a plane passing through Z = - 4500 mm (- 177.16 in) from fuselage horizontal datum, as shown in figure (Ref. Fig. 007). Record variation between datum readings on rods and sight tube scanning plane. Refer to Table 2.
NOTE : Make certain that stabilizer is in neutral position.

B. Distance Measurement between Points 16 and 37 L,37 R (Ref. Fig. 009)
Project to the floor points 16 and 37, L and R sides. Measure distance between points 16 and 37, L side, and points 16 and 37 R side.
Refer to Table 2.

C. Angle Recording (Ref. Fig. 010)
Project to the floor points 14 and 16 and set up theodolites on these points. Record angles of points 35, 36, 37, 38 with respect to aircraft centerline :
- from point 16 for right stabilizer

9. Vertical Stabilizer Check (Ref. Fig. 011)

A. Verticality Check
Set up sighting rods at points 31, 32, 33 and 34, R side.
Set up a theodolite at 564 mm (22.31 in.) from aircraft centerline, R side.
Record variation of sighting rod datum mark from theodolite scanning angle.
Refer to Table 1.

B. X Position Recording of Point 33 L
Install vertical stabilizer measurement tool at points 33 L and 34 L and level it using adjusting screw. Suspend a plumb bob line at the tool extremity. Measure distance between plumb bob point projected on to X axis and point 12. Substract tool length (3115.87 mm) from this value.
The X actual value of point 33 L is thus obtained. Refer to Table 1.

10. Recording Engine Pylon Alignment (Ref. Fig. 012)
Install engine pylon plumb line tool No.98A08001019. This tool is used for symmetrical transfer of point 44T aft of point 46 T (point 44TS).
Tool points 46T and 44TS are projected to the floor by means of plumb bob lines.

A. X Position of Pylon Points 44 and 46
Record X dimensions of tool points 46T and 44TS with respect to point 12.
X dimensions of pylon points 44 and 46 are obtained by substracting the tool values, hence :
X 46 = X 46T - 25.48
X 44 = X 44TS - 4116
Refer to Table 2.

B. Y Position of Pylon Points 44 and 46
Record Y dimensions of tool points 46T and 44TS with respect to the cord stretched on the ground and symbolizing the aircraft longitudinal axis.
Y 44T (tool) is obtained with the relation
Y 44T = Y 46T - (Y 44TS - Y 46T) = 2 Y 46T - Y 44TS
Y dimensions of pylon points 44 and 46 are obtained by substracting tool values from values Y 44T and Y 46T, hence :
Y 44 = Y 44T - 200 and Y 46 = Y 46T - 264.6
Refer to Table 2.

C. Calculation of Pylon Angle
Pylon angle is obtained by the formula :
$$\text{tg alpha} = \frac{Ya - Yb}{(X\ 46 - X\ 44)} \quad \text{with}$$
Y A = Y 44 - y A ; Y B = Y 46 - y B
y A and y B are the theoretical distances of points 44 and 46 to the pylon centerline.
They have the following values :
R y A = 203.2 mm (7.99 in.) y B = 102.6 mm (4.04 in.)
Refer to Table 2.

D. Z Recording of Pylon Points 44 and 46 (Ref. Fig. 008)
R Using sight tube set at Z = - 1540 mm (- 60.63 in.) from fuselage horizontal datum, record height of points 44 and 46 and refer to Table 2.

11. Landing Gear Alignment (Ref. Fig. 013, 014)

A. Nose Landing Gear
Project nose wheel jacking point on the floor.
(1)X alignment

- Record X position of jacking point with respect to point 12 (let X p be this distance).

R - Calculate the position of landing gear wheel axis with the formula : X A = X p - 95. Refer to Table 2.

(2)Y alignment

- Measure Y position of landing gear jacking point with respect to aircraft centerline (alignment of points 11 and 16 on the floor).
- The deviation sign will be positive if jacking point is offset right and negative if offset left. Refet to Table 2.

(3)Verticality of shock strut axis

Record angle Alpha (L side) in a plane perpendicular to aircraft longitudinal axis, also record angle Beta in a vertical plane passing through the aircraft longitudinal axis using a gunners quadrant.
Refer to Table 2.

B. Main Landing Gears

For each landing gear, project gear wheel jacking points on the floor (points D'1 and D'2).

(1)X position of shock strut axis

Record X positions of jacking points with respect to point 12. X position of shock strut axis is given by the formula :
X F = (X D'1 + X D'2)/2. Refer to Table 2.

(2)Y position of shock strut axis

Record Y positions of jacking points with respect to aircraft centerline (alignment of points 11 and 16 on the floor). Y position of shock strut axis is given by the formula :
Y F = (Y D'1 + Y D'2)/2. Refer to Table 2.

(3)Landing gear shock strut angle

Record angle Alpha (in a plane perpendicular to aircraft longitudinal axis), also record angle Beta (in a vertical plane passing through aircraft longitudinal axis) using a gunners quadrant.

12.Measurement Utilization

The values in tables 1 and 2 are measurements recorded on the first three aircraft at zero flight hours. They can be used as a guide in appraising the structural and aerodynamic condition of an aircraft after major repairs or after an aircraft has been subjected to maneuvers requiring an alignment check.
Deviations from given values do not automatically mean that the aircraft is not serviceable. These deviations must be appraised from the structural and aerodynamic points of view in order to determine their effects on flight safety.
In the event of important deviations, visually check for presence of the following failures :

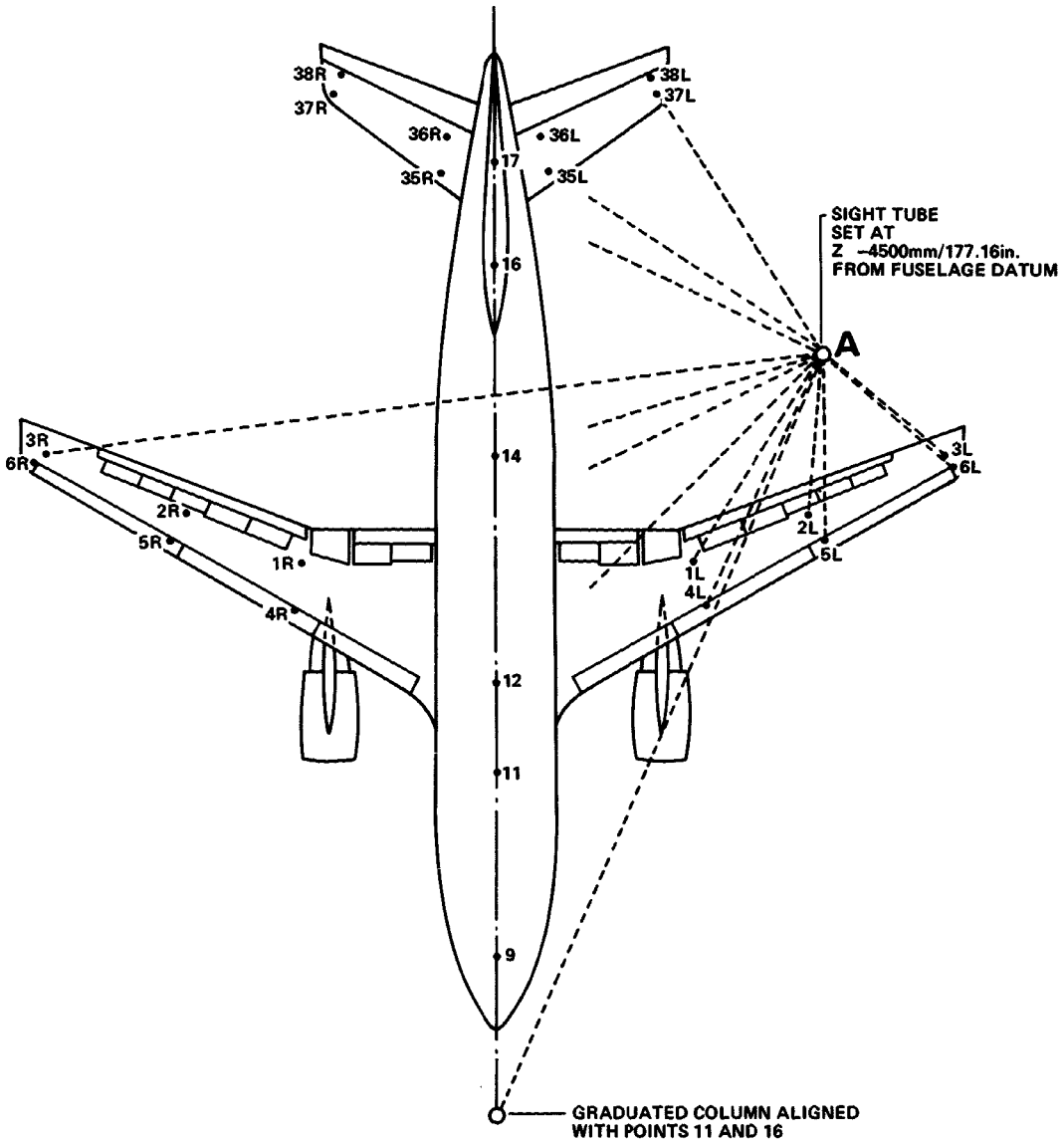
A. Localized Structural Failures such as :

- buckled or cracked skins, stiffeners, machined parts. Peeled - off paint.
- tore or torn fasteners.

B. Structural Failures Resulting in :

- fuel leaks in tank areas

- air leaks in pressurized areas
- interference of moving parts of a mechanism
- leaks in air conditionning, hydraulic or fuel systems
- short circuits
- refusal to closure of doors and access panels due to surrounding structure distortion
- required excessive control surface trim limiting control range.



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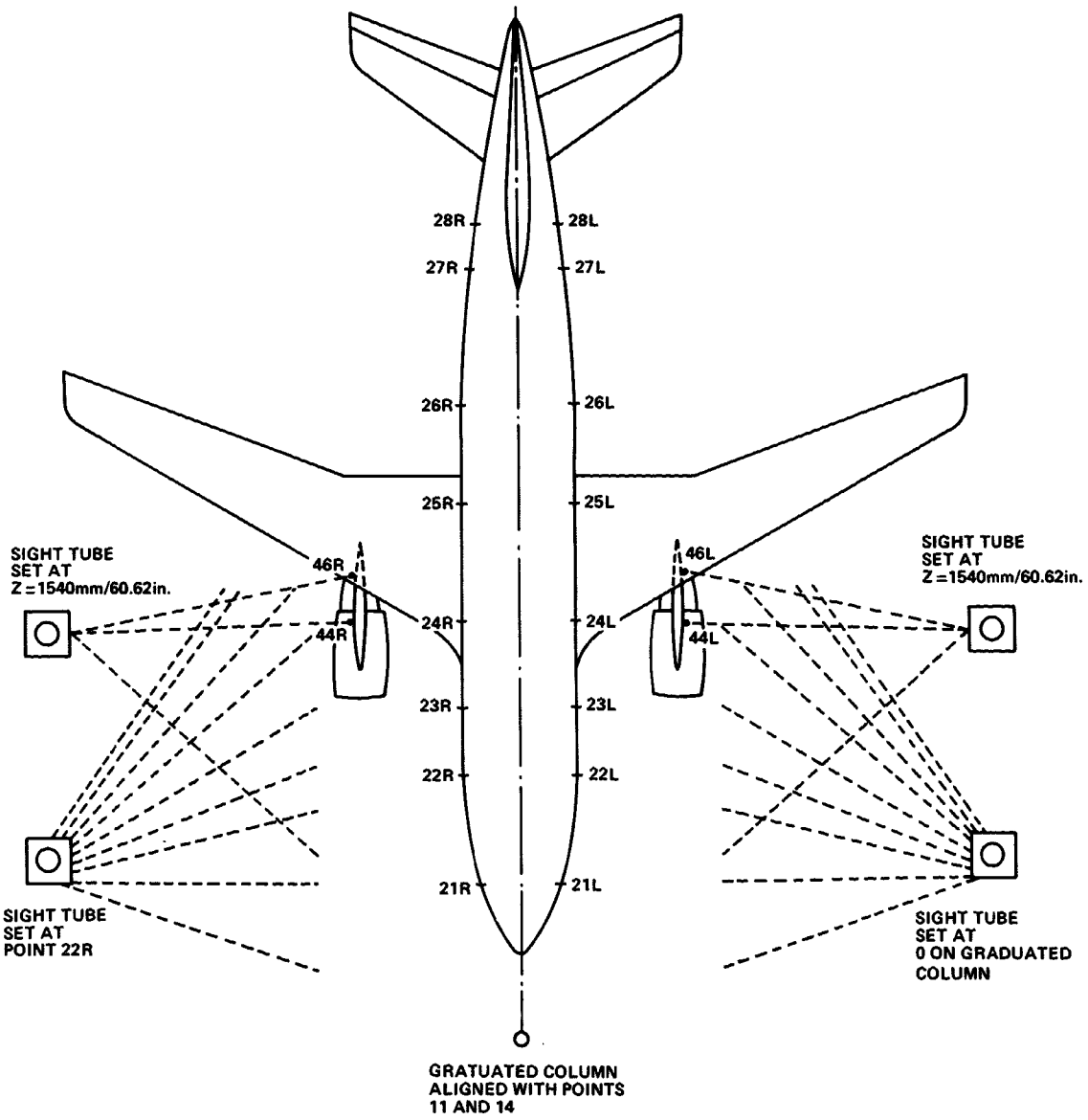
Z Check of THS, Fuselage and Wing Points
Figure 007



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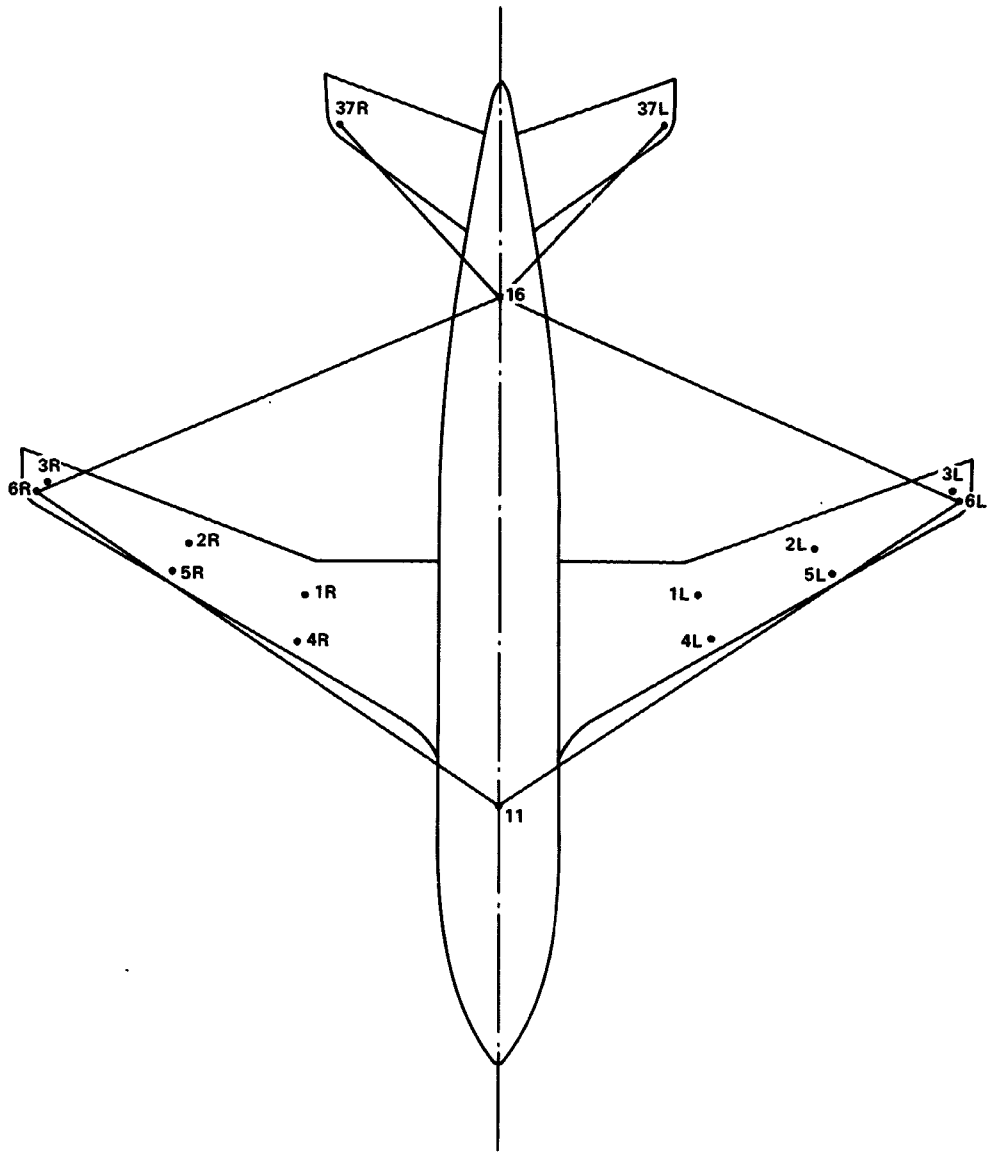
Z Recording of Fuselage Horizontal Datum Points and Engine Pylon Points
Figure 008



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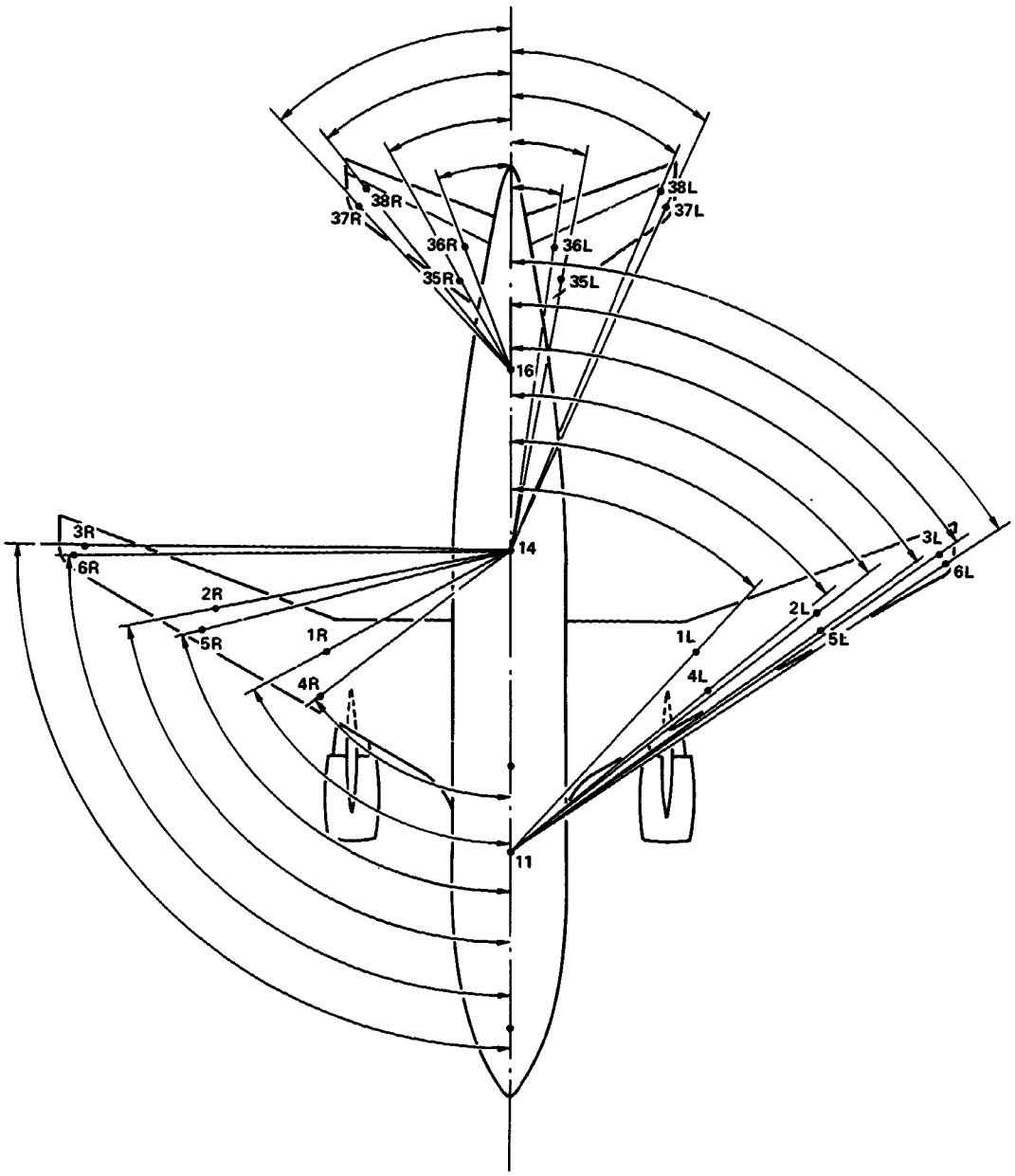
Triangulation of Wing Points 6L/6R and THS Points 37L/37R
Figure 009



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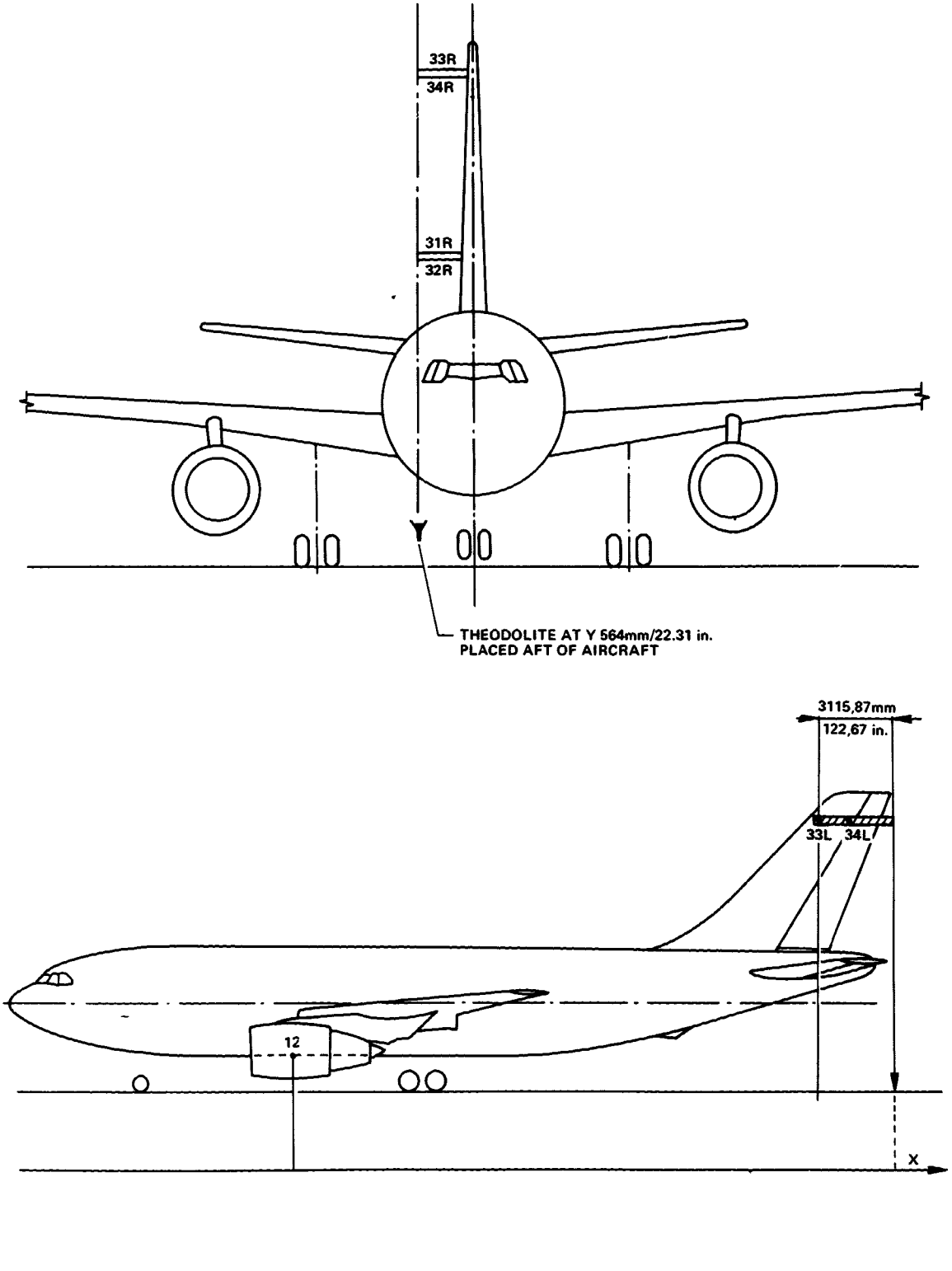
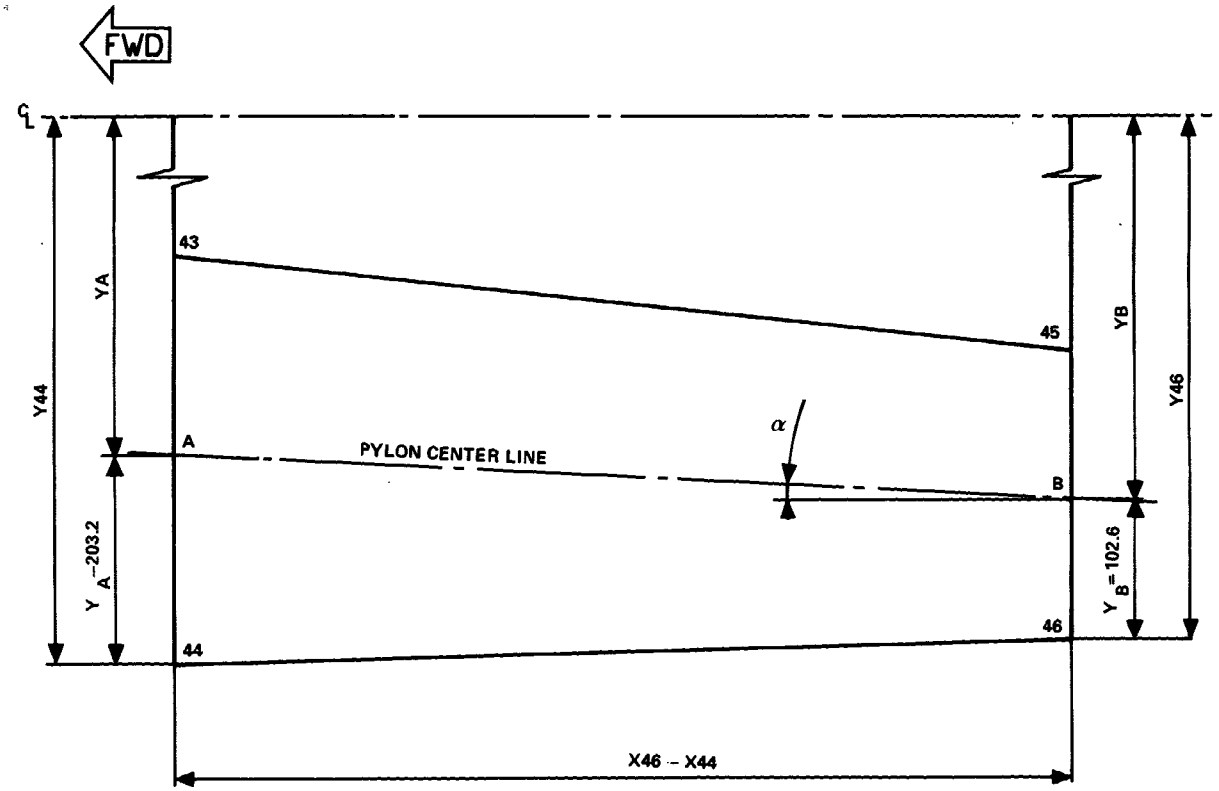
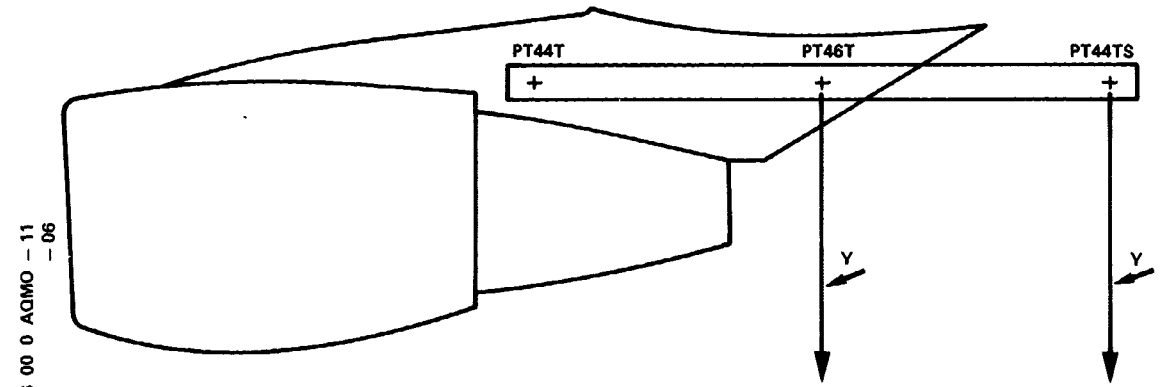
Angle Recording of Wing and THS Points
Figure 010



Vertical Stabilizer Check
Figure 011





Y = ALIGNMENT OF PYLON POINTS

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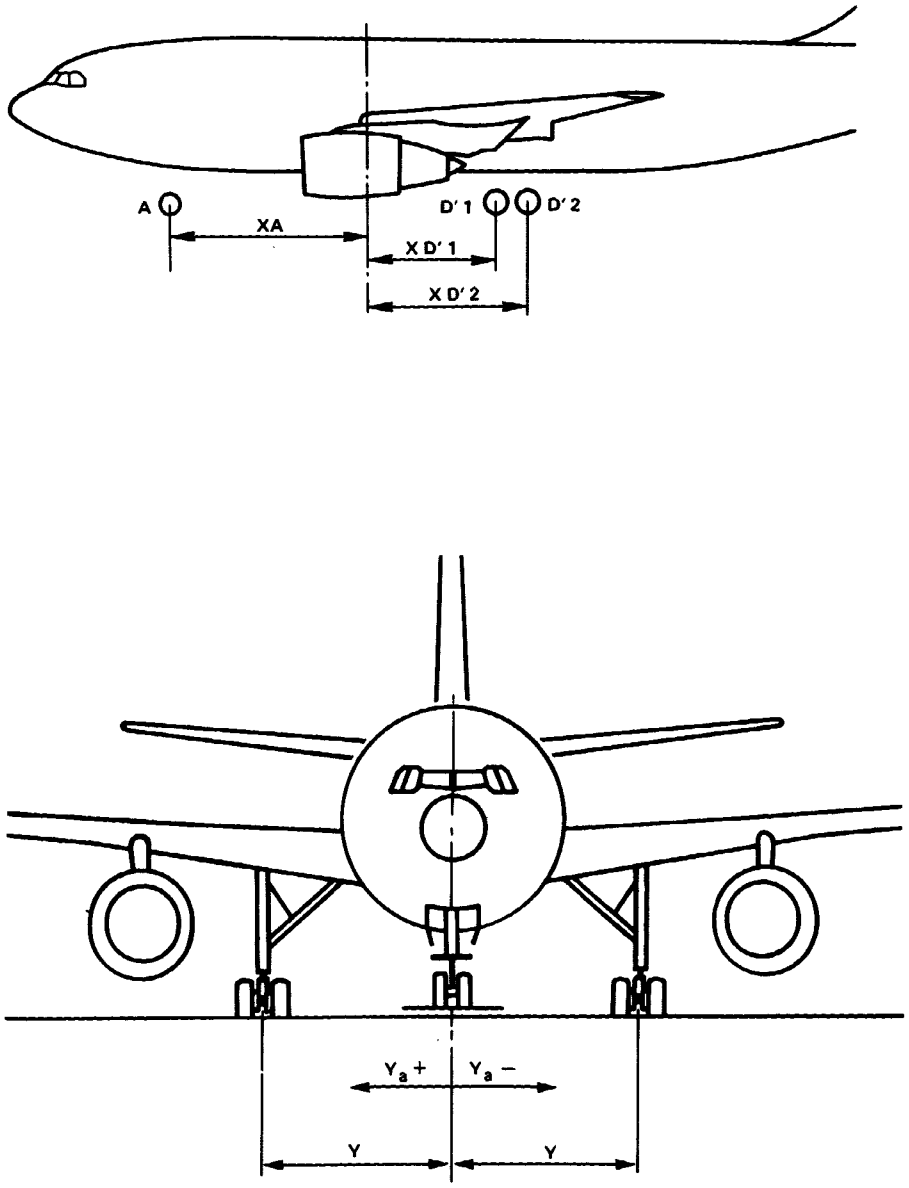
Recording of Engine Pylon Alignment
Figure 012



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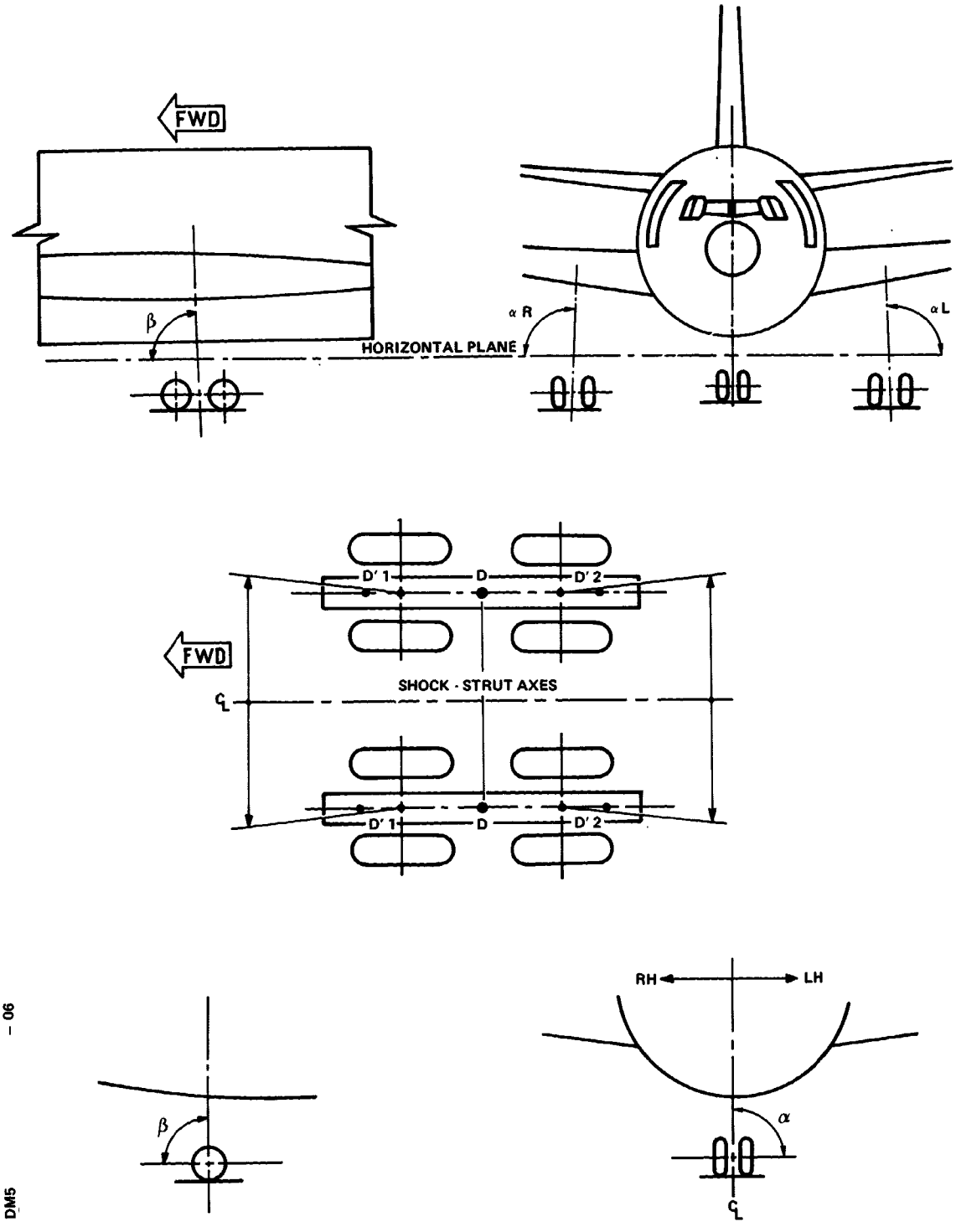
Landing Gear Alignment
Figure 013



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Landing Gear Alignment
Figure 014

LEVELING AND MEASUREMENT AFTER AIRCRAFT ABNORMAL OPERATION
INSPECTION/CHECK

1. Reason for the Job

R To prepare the aircraft for measurement with the photogrammetry method,
R laser theodolite method or other methods.
R NOTE : Please contact AIRBUS for analysis of the measurement values.

2. Equipment and Materials

ITEM	DESIGNATION
A.	Safety Barriers
B.	Warning Notices
C.	Wheel Chocks
D.	Adjustable Access Platform
E. 98F05003000002	TARGET - MEASUREMENT
Referenced Procedures	
- 08-12-00, P. Block 1	Weighing
- 28-25-00, P. Block 301	Refuel/Defuel System
- 32-12-11, P. Block 301	Main Gear Main Door
- 32-22-11, P. Block 301	Nose Gear Main Door

3. Job Set-up

A. Towing of the Aircraft to the Work Area
(1)Tow the aircraft to a place where there is no air movement and a constant temperature, or into a hangar.
NOTE : Tow the aircraft in a straight line over 10 meters to prevent any lateral stress on the landing gears.

B. Safety Precautions
(1)Put safety barriers in position around the aircraft.
(2)Install the safety devices on the landing gears.
(3)Put an adjustable access platform in position near the aircraft.
(4)Put wheel chocks in position at the main landing gear.

C. Aircraft Maintenance Configuration
(1)Close the MLG doors (Ref. 32-12-11, P. Block 301).
(2)Close the NLG doors (Ref. 32-22-11, P. Block 301).
(3)Fully defuel the aircraft (Ref. 28-25-00, P. Block 301).
(4)Make sure that:
- flight control surfaces are in the neutral position,
- all doors and panels are closed.
(5)Weigh the aircraft, if necessary (Ref. 08-12-00, P. Block 1).

D. Safety Precautions
(1)Make sure that the area around the aircraft is clear.
(2)Put warning notices on the passenger/crew doors to prevent access into the aircraft while you measure the aircraft.

R 4. Procedure

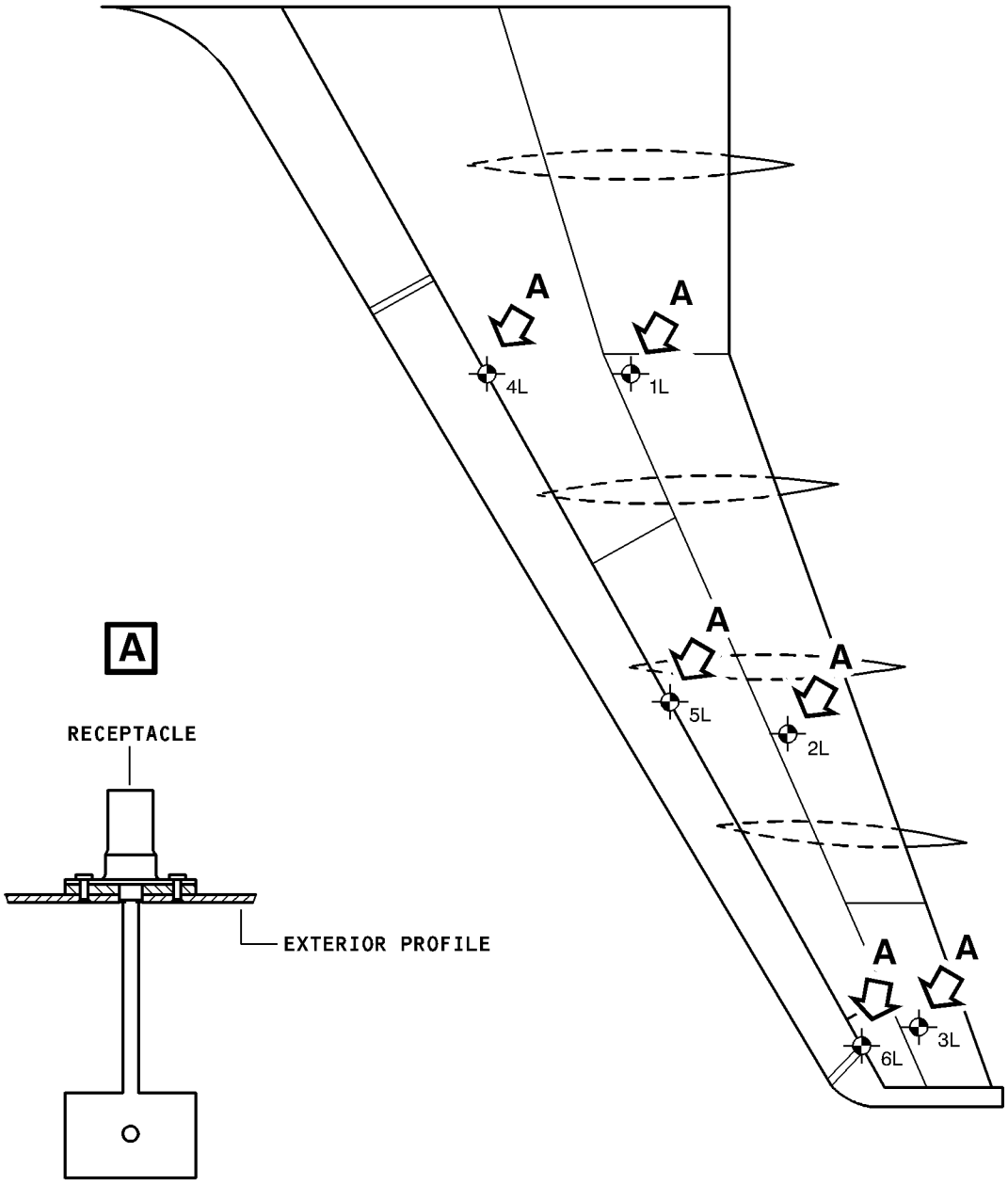
R A. Installation of the Targets on the Aircraft
(1)Use TARGET - MEASUREMENT (98F05003000002) to install the targets.
(2)Installation of the targets on the wing.
(Ref. Fig. 601)
(a)Install 6 targets on the lower surface of each wing. Put them on indexed tools installed in the measurement receptacles (points 1R to 6R and 1L to 6L).
(3)Installation of the targets on the fuselage.
(Ref. Fig. 602)
(a)Install 8 targets on each side of the fuselage at the leveling points (red triangles) (points 21R to 28R and 21L to 28L).
(b)Install 6 targets below the fuselage on the centerline. Put them on indexed tools installed in the measurement receptacles (points 9, 11, 12, 14, 16 and 17) (point 17 is the safety point).
(4)Installation of the targets on the THS and on the vertical stabilizer.
(Ref. Fig. 603)
(a)Install 4 targets on the lower surface on each side of the THS. Put them on indexed tools installed in the measurement receptacles (remove cover cap) (points 35L to 38L and 35R to 38R).
(b)Install 4 targets on the left side of the vertical stabilizer (points 31L to 34L).
(5)Installation of the targets on the pylons and engines.
(Ref. Fig. 604)
(a)Install 2 targets on each side of the pylons (points 43L to 46L and 43R to 46R).

R
R

5. Close-up

A. Removal of the Targets
(1)Remove all the targets and indexed tools that you have installed.

B. Put the Aircraft back to its Initial Configuration
(1)Remove the safety devices installed on the landing gears.
(2)Remove the access platform(s).
(3)Remove the wheel chocks from the main landing gear.
(4)Remove the ground support and maintenance equipment, the special and standard tools and all other items.



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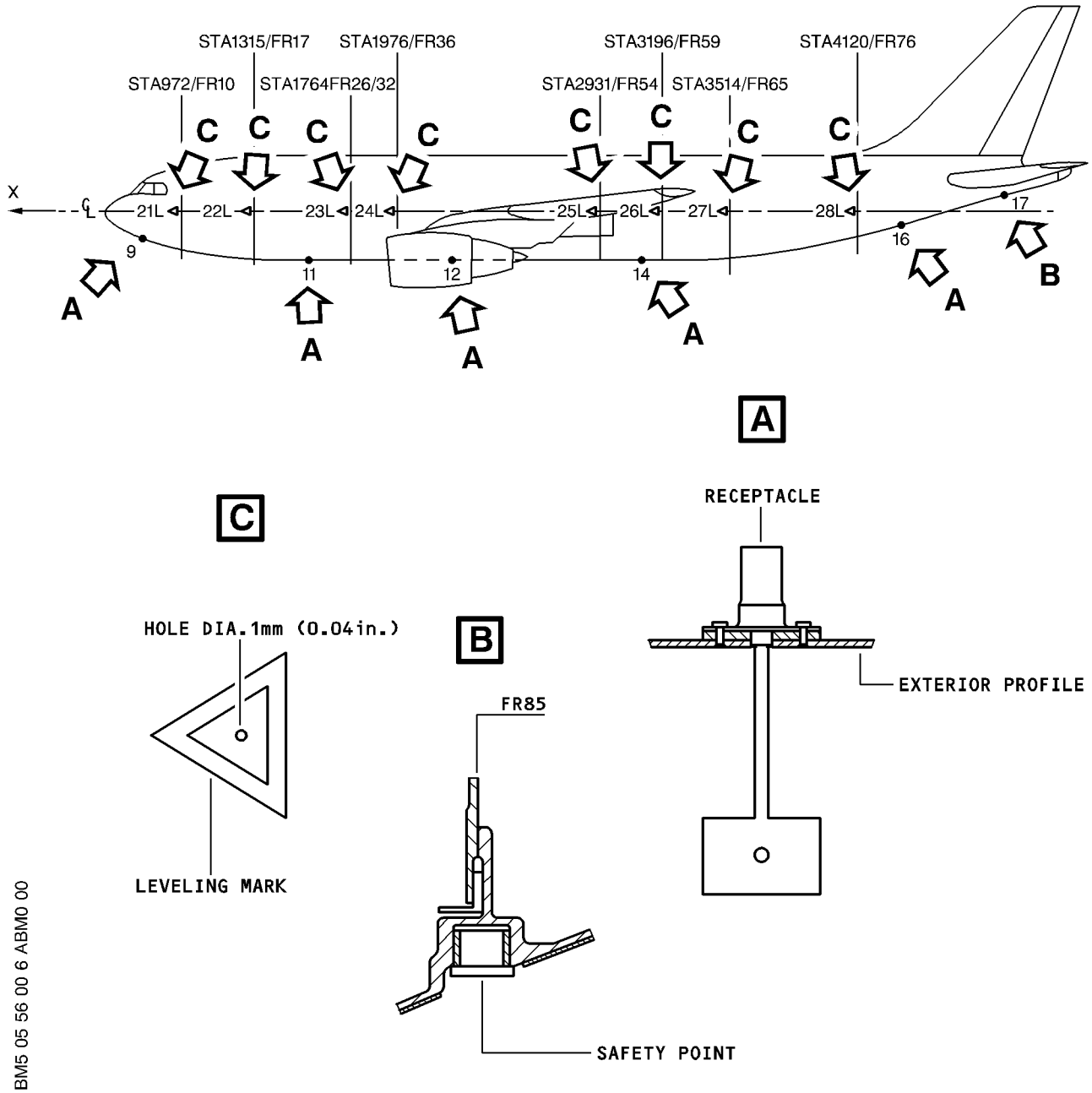
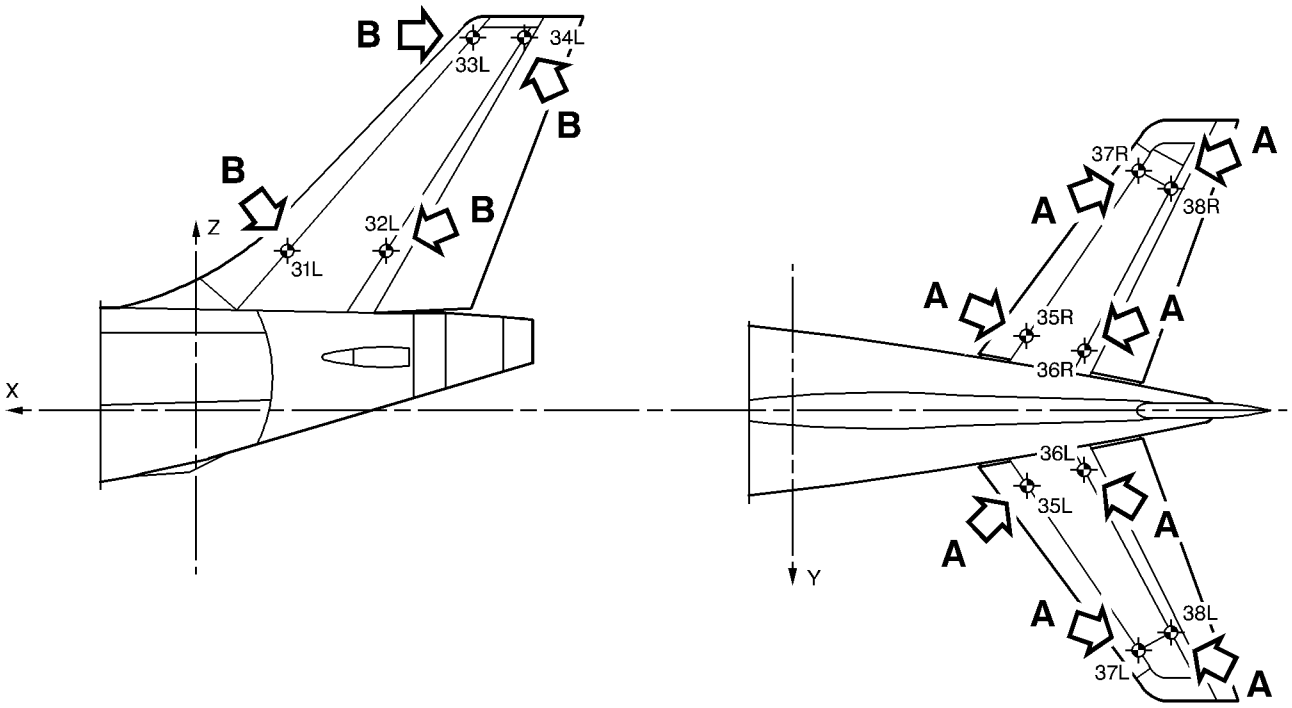
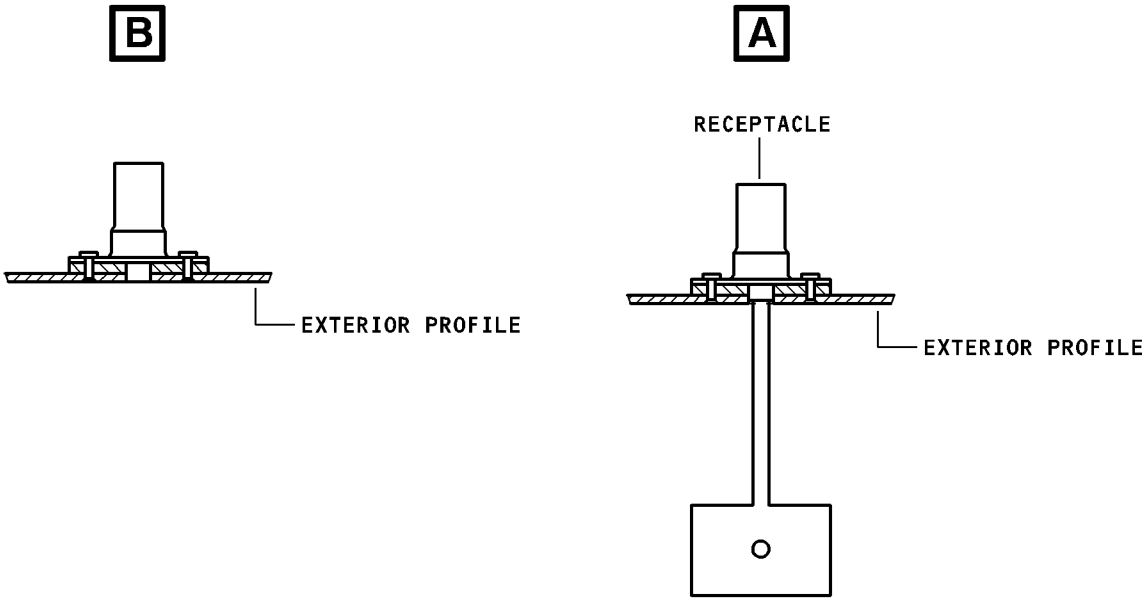
Location of the Measurement Points on the Wing
Figure 601



Location of the Measurement Points on the Fuselage
Figure 602





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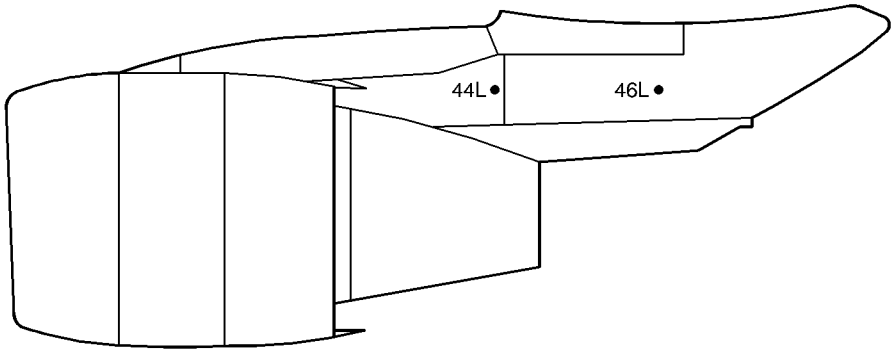
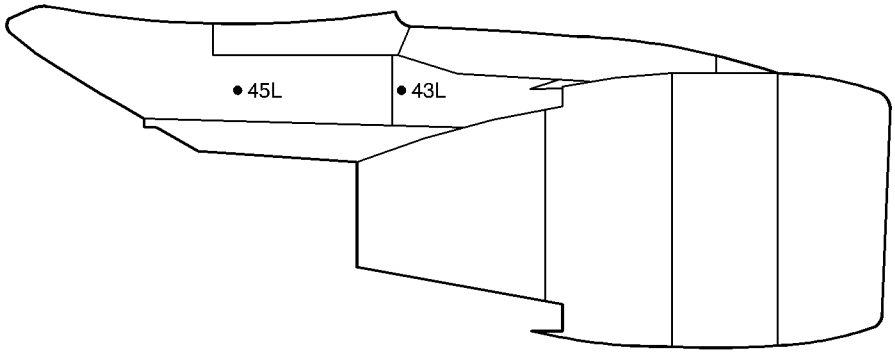
Location of the Measurement Points on the Vertical Stabilizer and THS
Figure 603





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Location of the Measurement Points
on the Engine Pylons
Figure 604

AIRCRAFT STABILITY

1. General

The method described below enables the stability of the aircraft to be checked graphically and the ballast required to ensure stability under unfavorable conditions to be determined ; for the following configurations :

- A/C equipped with 2 engines
- 1 or both engines removed
- engine re-installation

NOTE : The stability graphs for aircraft on wheels (on dry or wet ground) given in this procedure are applicable to a parked or towed aircraft.

CAUTION : MAKE SURE THAT :
- THE FLAPS, THE SLATS, THE SPOILERS, THE SPEED BRAKES AND THE THRUST REVERSERS ARE RETRACTED,
- THE THS IS SET TO NEUTRAL,

IF AIRCRAFT IS NOT IN A CLOSED HANGAR.

CAUTION : MAKE CERTAIN THAT TRIM TANK IS EMPTY BEFORE REMOVAL OF ENGINE 1 OR 2.

If required, ballast weight will be installed :

- at cabin door No. 1
- at forward cargo compartment.
- at fuselage FR17/STA1315

It will also be possible in a certain limit to restore balance by transferring fuel from outer tanks to the center tank.

NOTE 1 : Before installing ballast weight, check that following limitations are respected :
- maximum weight at cabin door No. 1 is 900 kg (1984 lbs) evenly distributed over the whole breadth of the aircraft per meter width. This weight to be applied to the seat rails and not via the floor panels.
- maximum weight at pallet 11P is 4626 kg (10200 lbs). This weight must be applied to the structure through the normal pallet attachments.
- the maximum load that can be admitted by the aircraft structure at each fitting at FR17 is 5.5 tonnes (12125.45 lbs).

NOTE 2 : - Load on nose gear must not be less than 2 tonnes (4409.24 lbs).

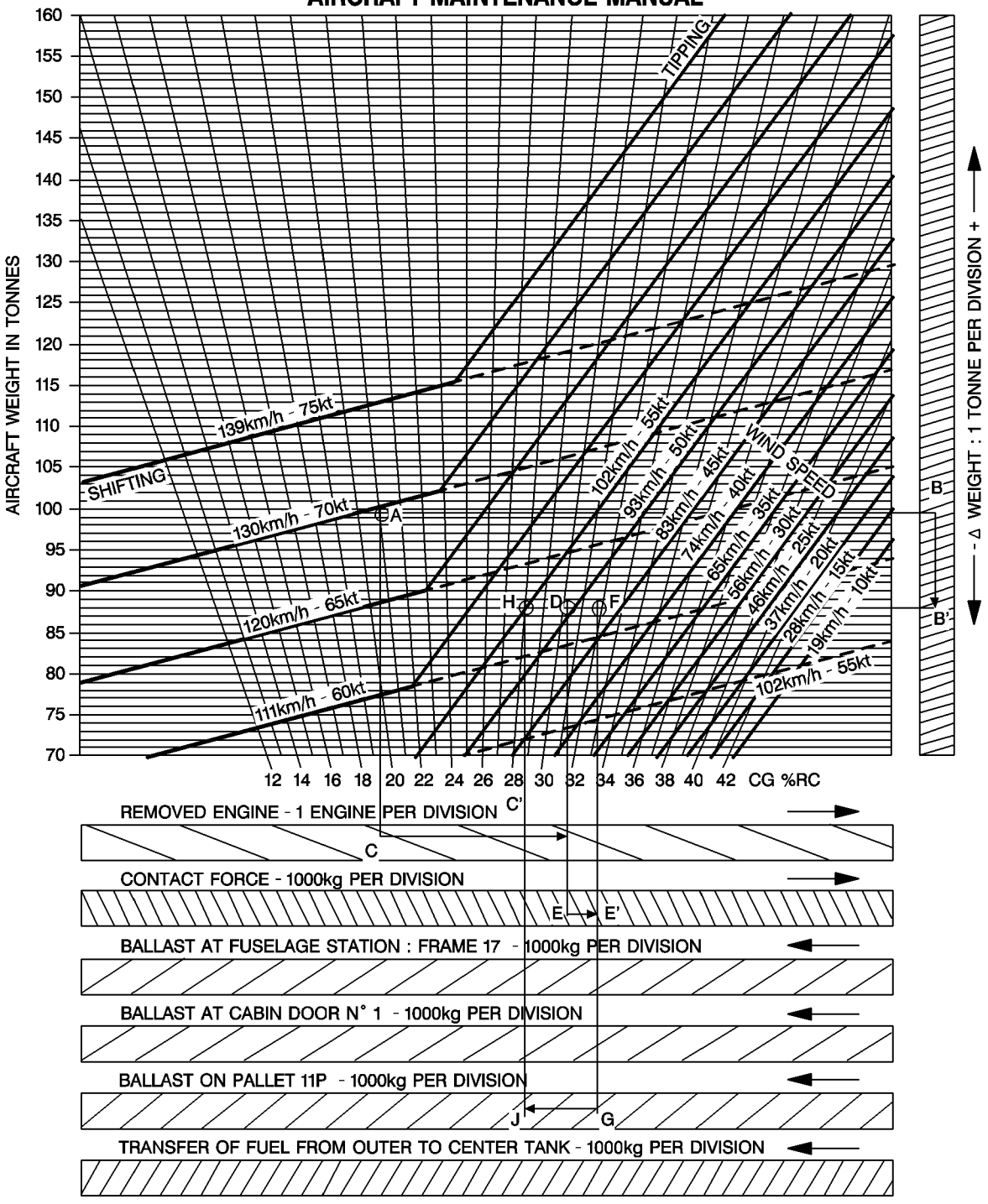
This method is applicable to three configuration cases, using corresponding diagram for each case :

A. Diagram for aircraft on wheels, on dry ground.
(Ref. Fig. 001)

B. Diagram for aircraft on wheels, on wet ground
(Ref. Fig. 002)

C. Diagram for aircraft on jacks
(Ref. Fig. 003)

D. Diagram for Aircraft on Forward Jack or on Hose Wheel Jack
R (Ref. Fig. 004)



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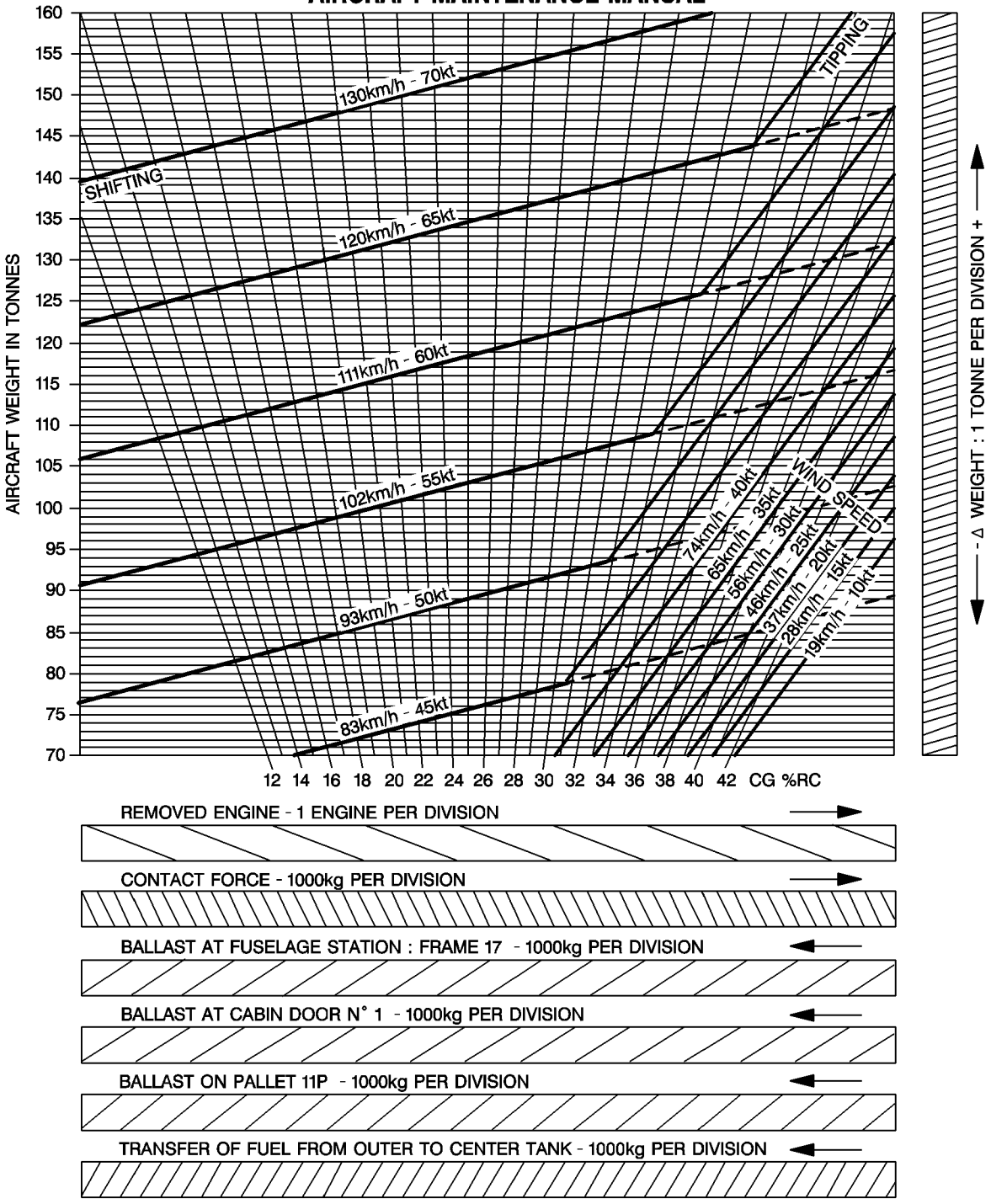
Aircraft on Wheels, on Dry Ground
(Applicable to a Parked or Towed Aircraft)
Figure 001

R



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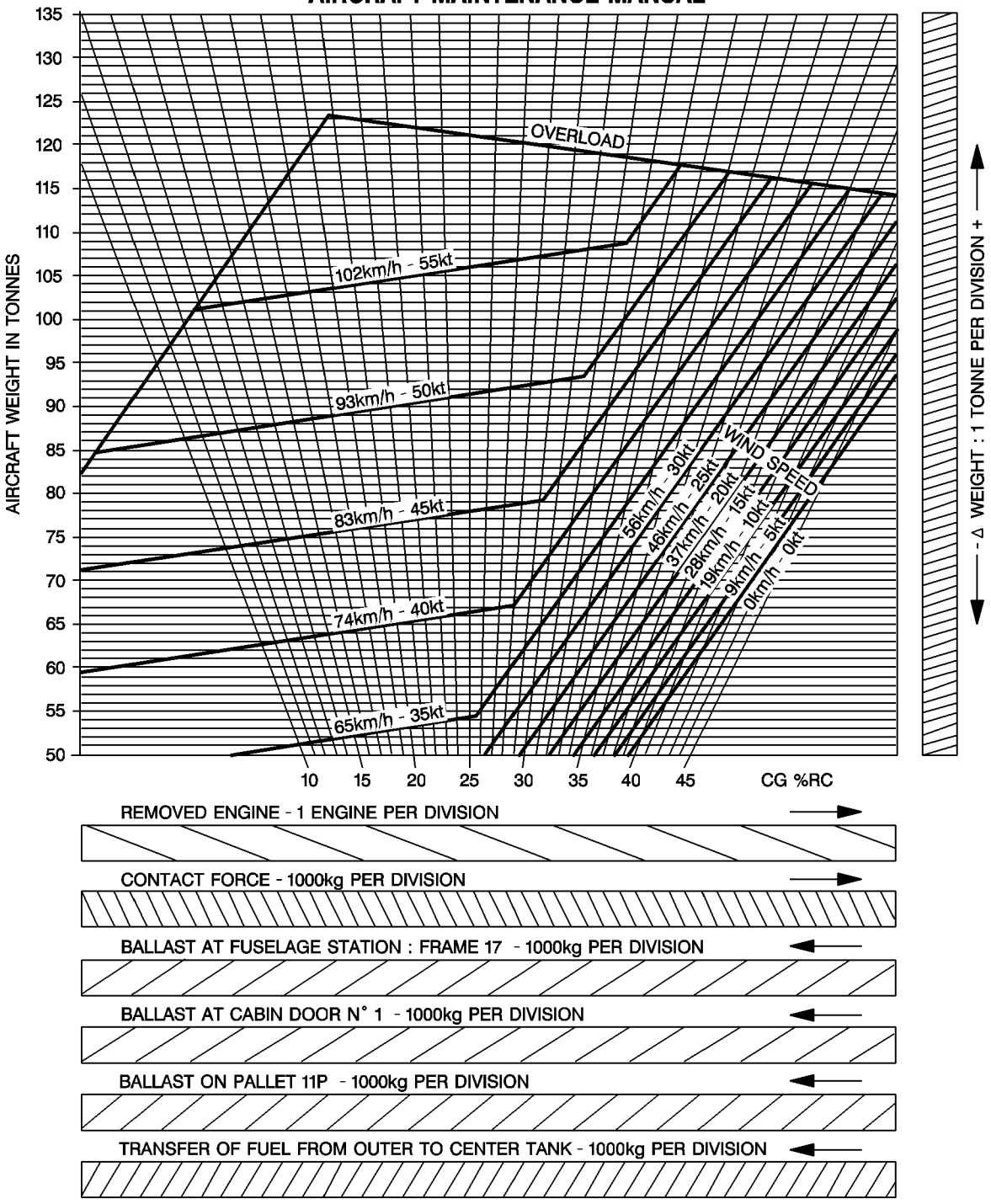
Aircraft on Wheels, on Wet Ground
(Applicable to a Parked or Towed Aircraft)
Figure 002

R

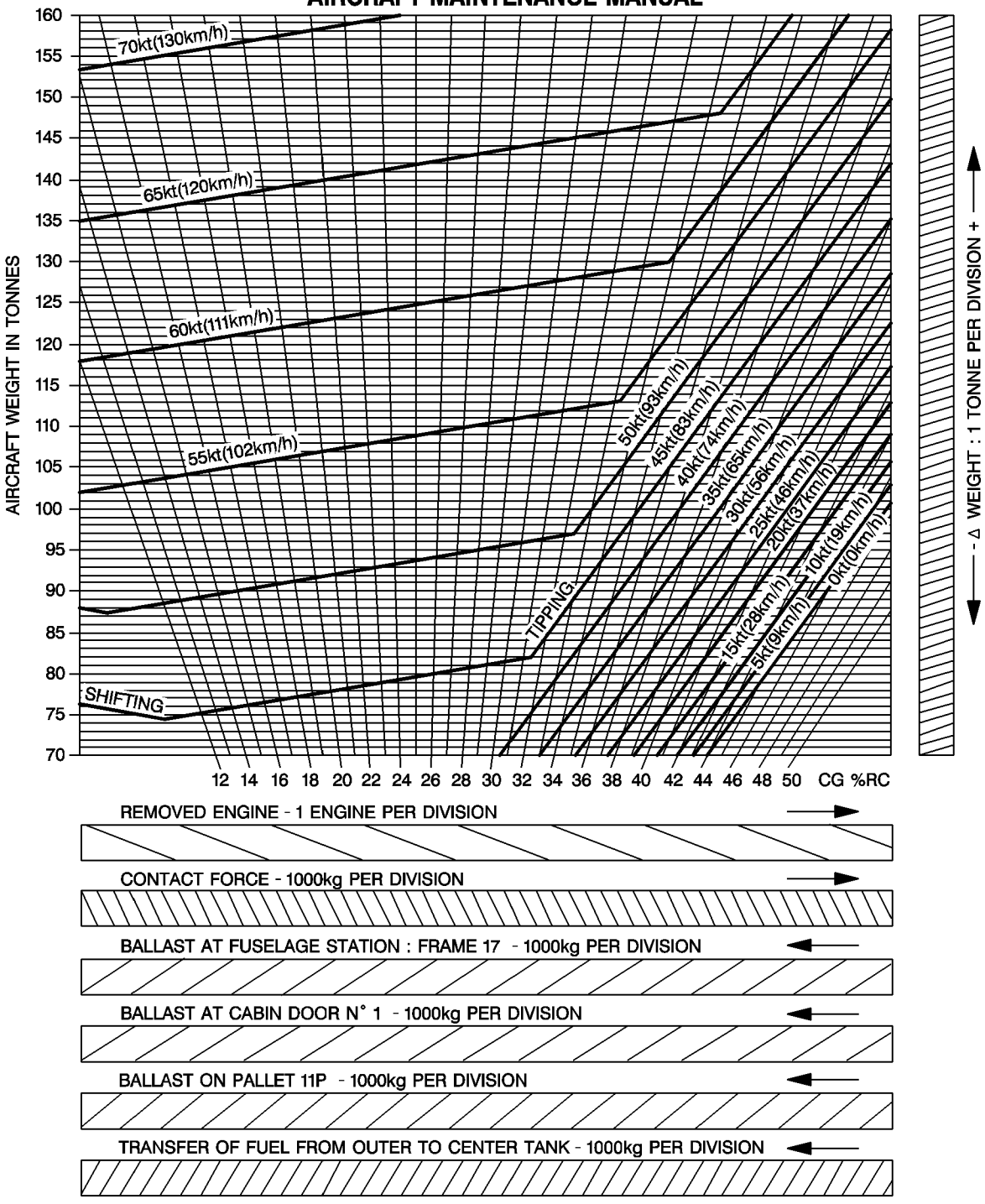


CAUTION : THE MAXIMUM AIRCRAFT WEIGHT ON JACKS MUST NOT BE EXCEEDED.

BM5 05 57 00 0 ACM0 02

Aircraft on Jacks
Figure 003

R



BM5 05 57 00 0 DAM0 00

Aircraft on Forward Jack or on Nose Wheel Jack
Figure 004

R

E. Diagram for Aircraft on One Main Gear Wheel Jack
R (Ref. Fig. 005)

F. Diagram for Aircraft Jacked at Main and Nose Gears for Wheel Change
R (Ref. Fig. 006)

2. Installation of Fittings (Ref. Fig. 007)
NOTE : These fittings are installed if a ballast weight is required at FR17.

A. Equipment and Materials

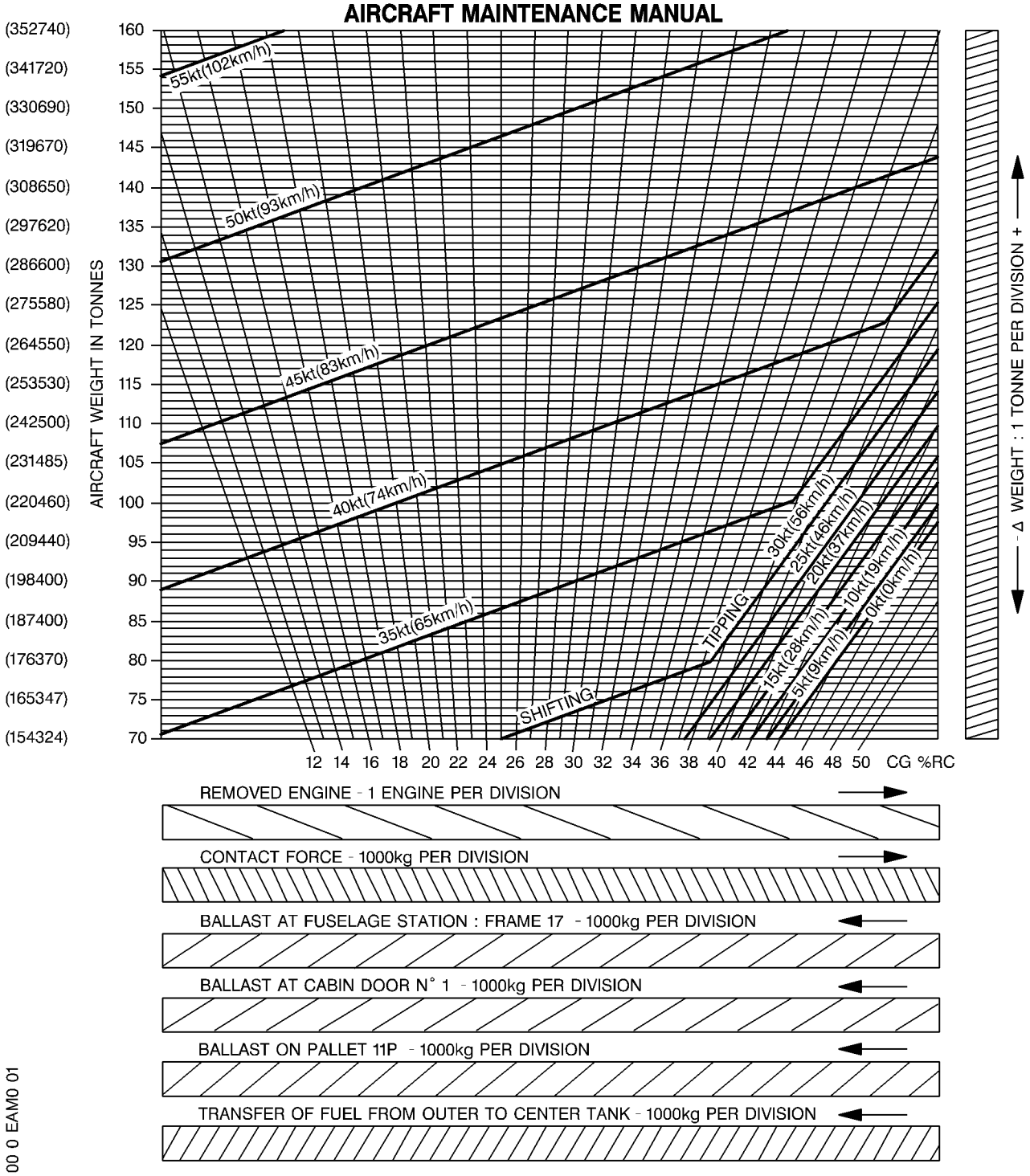
ITEM	DESIGNATION
(1)98A07003903001	FR17 Lifting/Mooring Fitting

B. Procedure
(1)Remove blanking screws (1).
(2)Install fittings (2) 98A07003903001 (98A07003903100-LH and 98A07003903101-RH) on Frame 17 with bolts (3).

3. Example of Utilization
As the use of diagrams to determine aircraft stability is based on the same procedure, the diagram related to aircraft on wheels on dry ground is taken as an example and not as a recommendation.
(Ref. Fig. 001)

A. Check of stability : aircraft with two engines.
Aircraft configuration :
- without crew
- without galley
- without pallets and containers
- 5.8 tonnes (12786.80 lbs) fuel in outer tanks
(a)For instance, for a weight of 99.5 tonnes (219358 lbs) and a 21 % CG, plot this pair of values to point A on the chart.
NOTE : It should be noted that under these conditions, the aircraft will safely withstand a 65 kts (120 km/h) wind.

B. Check of aircraft stability after removal of both engines.
(1)From point A, plot a horizontal line to intersect the Δ weight so as to obtain point B.
(2)From this point, plot the weight of the two removed engines, 11.5 tonnes (25353 lbs) approx., in the direction of arrow, to obtain point B'.
(3)From point A, plot a vertical line to intersect with one division of the "removed engine" scale, and obtain point C.
(4)Plot a line along two divisions on this scale (1 division per engine) to obtain point C'.
(5)From point C', plot a vertical line and from point B' plot a horizontal line, to obtain point D.
By reading the diagram, we obtain
- 88 tonnes (194005 lbs) aircraft weight
- 30.1 % CG



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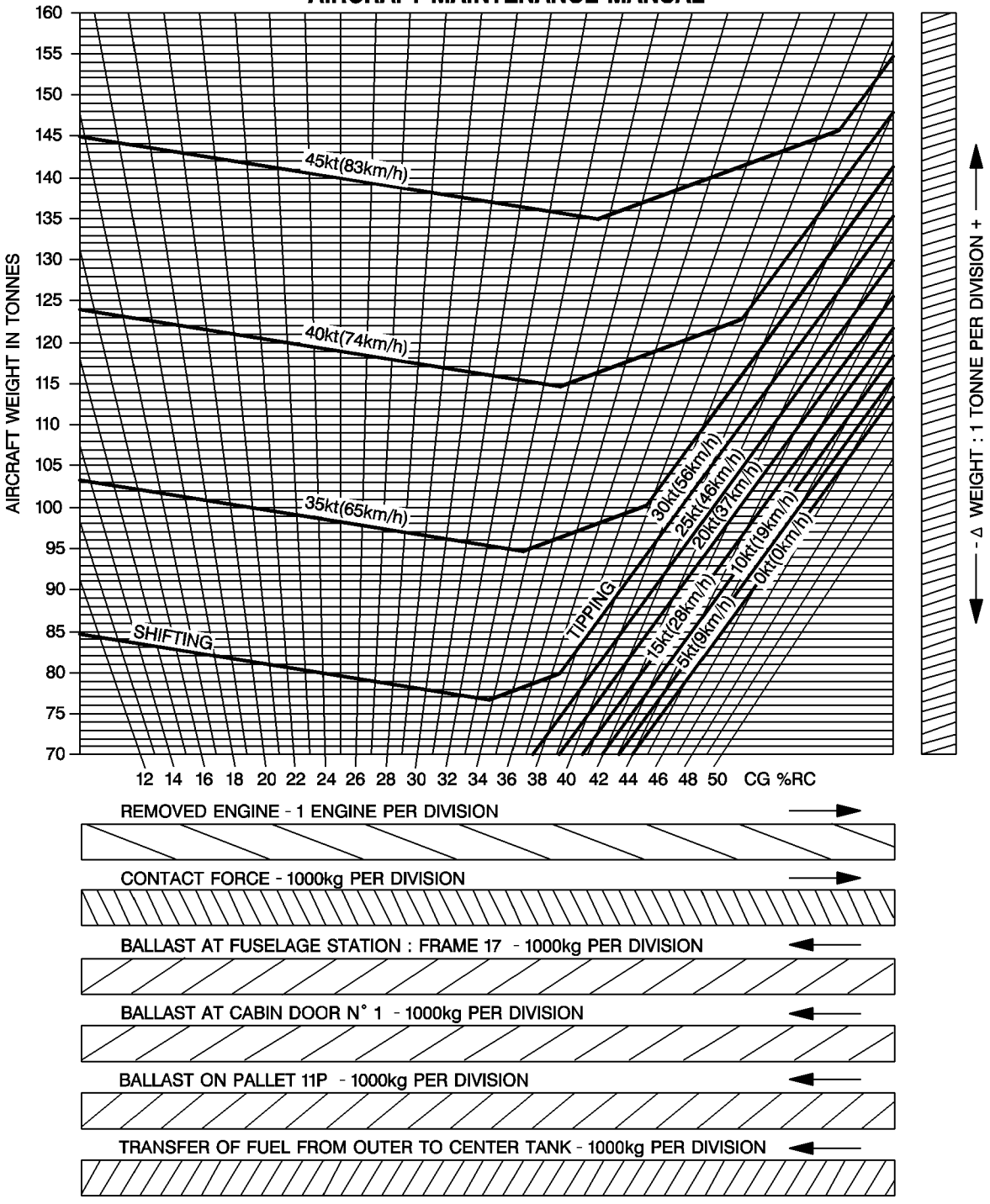
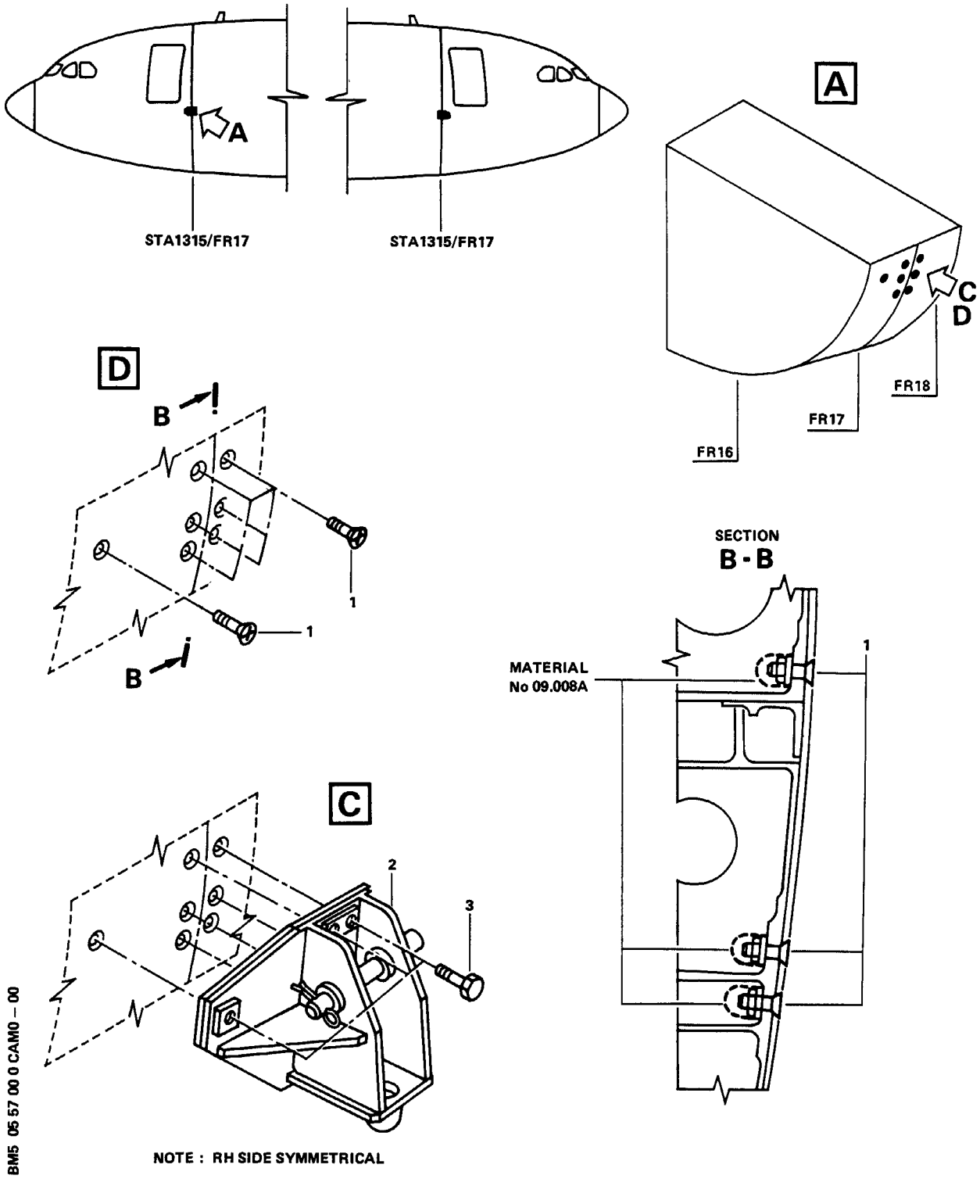
Aircraft on One Main Gear Wheel Jack
Figure 005

R



BM5 05 57 00 0 GAM0 00

R Aircraft Jacked at Main and Nose Gears for Wheel Change
Figure 006



Lifting/Mooring Fitting - Installation
Figure 007

- 50 kts (93 km/h) permissible wind.

C. Check of aircraft stability during installation of engine with hydraulic lift.
By way of example, it is considered that a contact force of 1 tonne (1764 lbs) is imparted to the pylon by the hydraulic lift.
(1)Continue vertical line DC' until it intersects the "contact force" scale, to obtain point E.
(2)From this point, plot a line along two divisions (1 tonne per division) to obtain point E'.
(3)From this point, plot a vertical line to intersect horizontal line DB' to obtain point F.
Check of diagram shows that under these conditions engine installation can take place in the open air until wind speed peak is ≤ 45 kts (83 km/h).

D. Calculation to determine amount of ballast required for engine installation.
It is considered that engine installation takes place in the open air, with peak windspeed of 55 kts (102 km/h), eventual ballast shall be installed in the forward cargo compartment at position 11P.
(1)Continue line B'F up to average windspeed of 55 kts (102 km/h) at point H.
(2)Continue vertical line FE' until it intersects "ballast on section 11P" scale at point G.
(3)From point G, horizontally plot a line which intersects vertical line from H at point J.
(4)Count the number of divisions on the scale between point G and J i.e 1.8 divisions.
Therefore 1.8 tonnes (3968 lbs) of ballast will be necessary.
In the same way, the amount of ballast required at cabin door No. 1 would be 1.3 tonnes (2866 lbs).
Based on this assumption, (with 5.8 tonnes (12786 lbs) of fuel in wing outer tanks), it would be sufficient to transfer 4 tonnes (8818.49 lbs) of fuel into the fuselage center tank.
NOTE : For simplification and in view of the fact that it would involve a slight increase in the amount of ballast, the effect of ballast weight on aircraft has not been taken into account.

4. Close-Up

A. Equipment and Materials

ITEM	DESIGNATION
(1)Material No. 05-002	Special Materials (Ref. 20-31-00)
(2)Material No. 09-008A	Sealants (Ref. 20-31-00)

B. Removal of Fittings (Ref. Fig. 007)
(1)Remove bolts (3), remove fittings (2) 98A07003903001 (98A07003903100-LH and 98A07003903101-RH).

(2)Swear threads of blanking screws (1) with material No. 05-002 and install blanking screws (1) on frame 17.
(3)Swear again threads of blanking plugs (1) on the inner side of the aircraft with material No. 09-008A.

AIRCRAFT STABILITY WITH FUEL IN TRIM TANK

1. General

The method described below permits :

- to graphically check, for a given weight and CG, the aircraft stability in view of a maintenance operation requiring total or partial filling of trim tank
- to determine the ballast required when stability is no longer ensured.

CAUTION : MAKE SURE THAT :

- THE FLAPS, THE SLATS, THE SPOILERS, THE SPEED BRAKES AND THE THRUST REVERSERS ARE RETRACTED.
- THE THS IS SET TO NEUTRAL,

IF AIRCRAFT IS NOT IN A CLOSED HANGAR.

If required, ballast weight will be installed :

- at cabin door No. 1
- at forward cargo compartment
- at fuselage FR17/STA1315.

It will also be possible in a certain limit to restore balance by transferring fuel from outer tanks to the center tank.

NOTE 1 : Before installing ballast weight, check that following limitations are respected :

- maximum weight at cabin door No. 1 is 900 kg (1984 lbs) evenly distributed over the whole breadth of the aircraft per meter width. This weight to be applied to the seat rails and not via the floor panels.
- maximum weight at pallet 11P is 4626 kg (10200 lbs). This weight must be applied to the structure through the normal pallet attachments.
- the maximum load that can be admitted by the aircraft structure at each fitting at FR17 is 5.5 tonnes (12125.45 lbs).

NOTE 2 : Load on nose gear must not be less than 2 tonnes (4409.24 lbs)

This method is applicable to three configuration cases, using corresponding diagram for each case :

R The present weight and CG has to be obtained from the airlines operation
R department

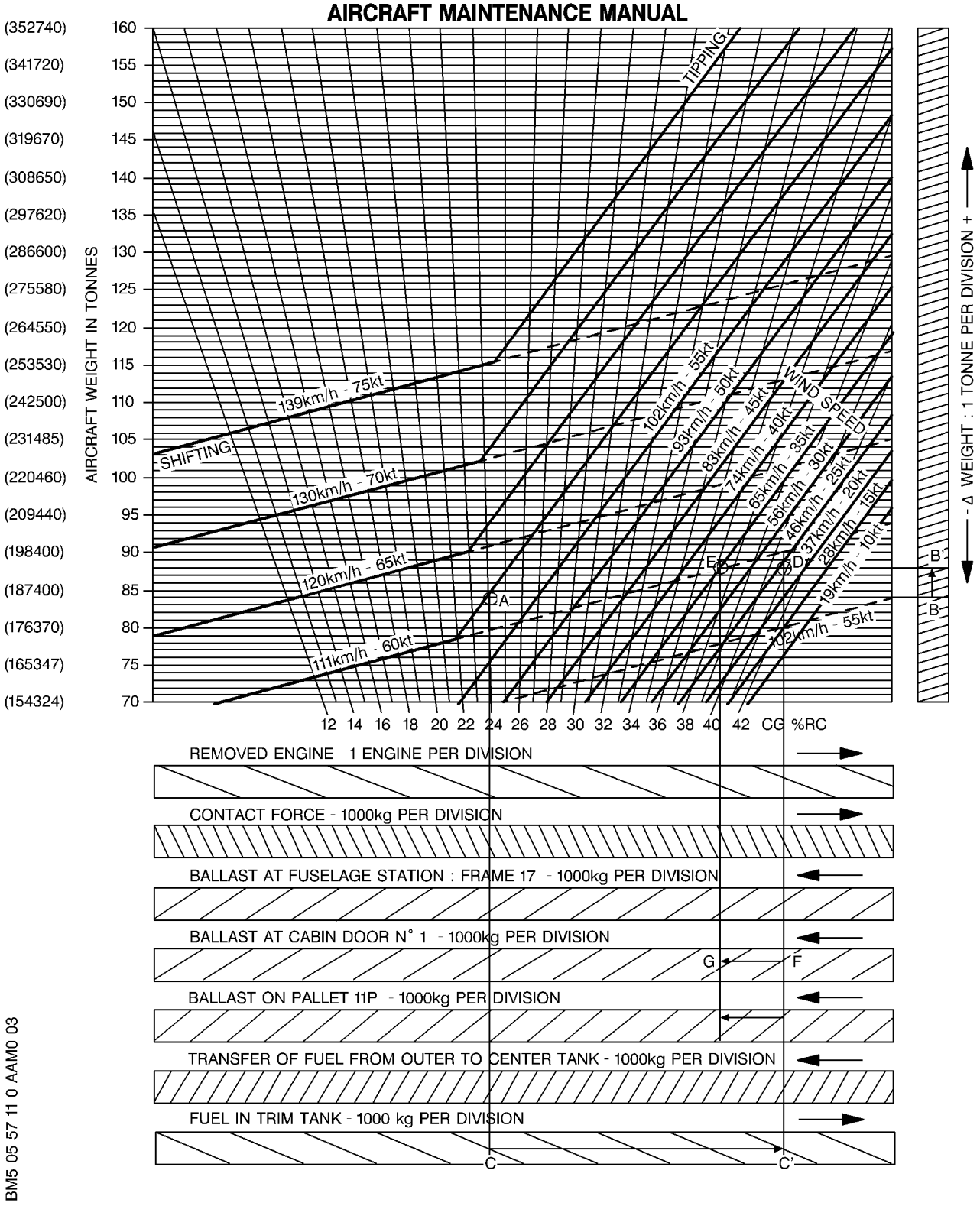
A. Diagram for Aircraft on Wheels, on Dry Ground
(Ref. Fig. 001)

B. Diagram for Aircraft on Wheels, on Wet Ground
(Ref. Fig. 002)

C. Diagram For Aircraft on Jacks
(Ref. Fig. 003)

R 2. Example of Utilization

As the use of diagrams to determine aircraft stability is based on the same procedure, the diagram related to aircraft on wheels on dry ground is taken as an example and not as a recommendation.
(Ref. Fig. 001)



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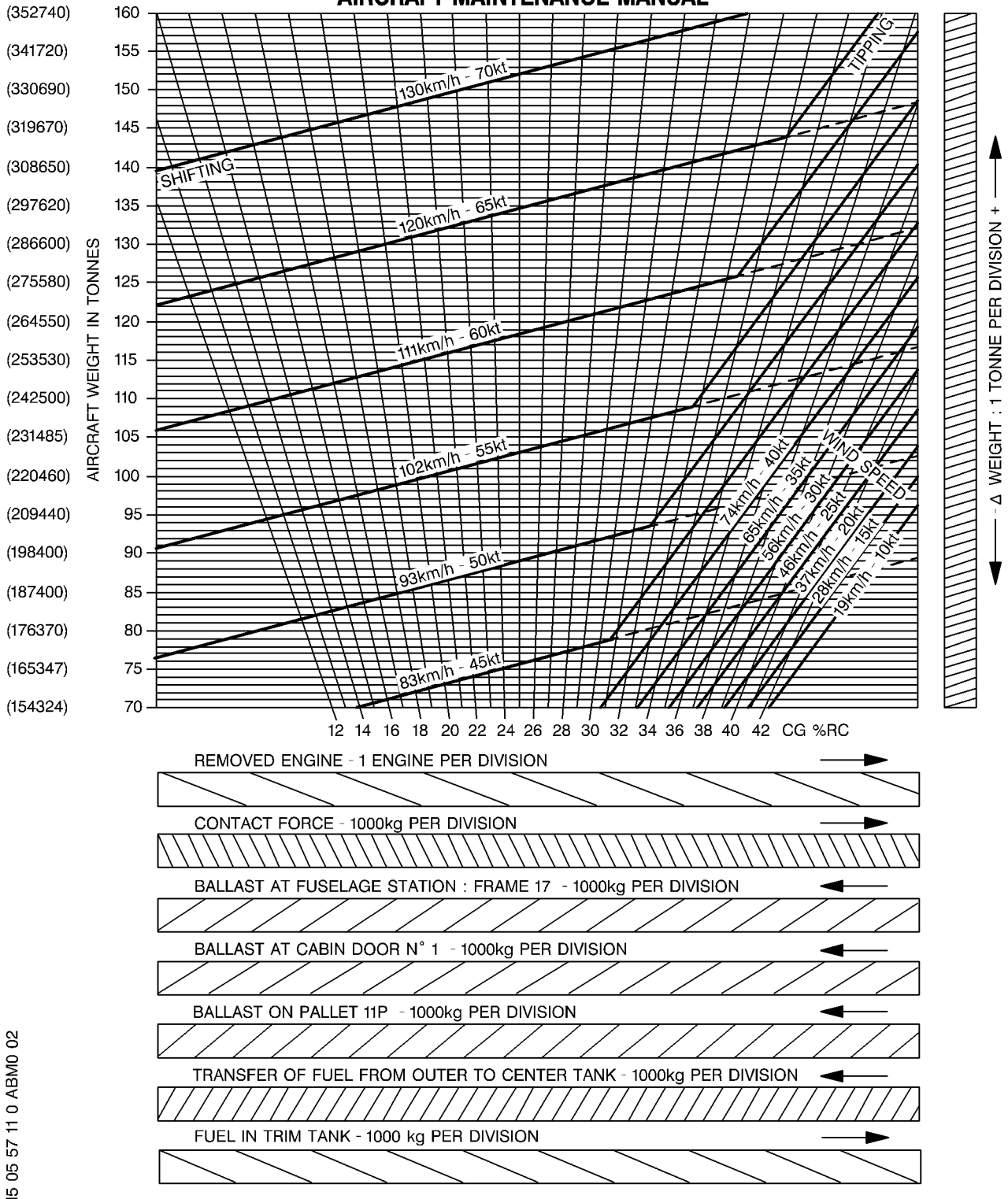
Aircraft on Wheels, on Dry Ground
Figure 001

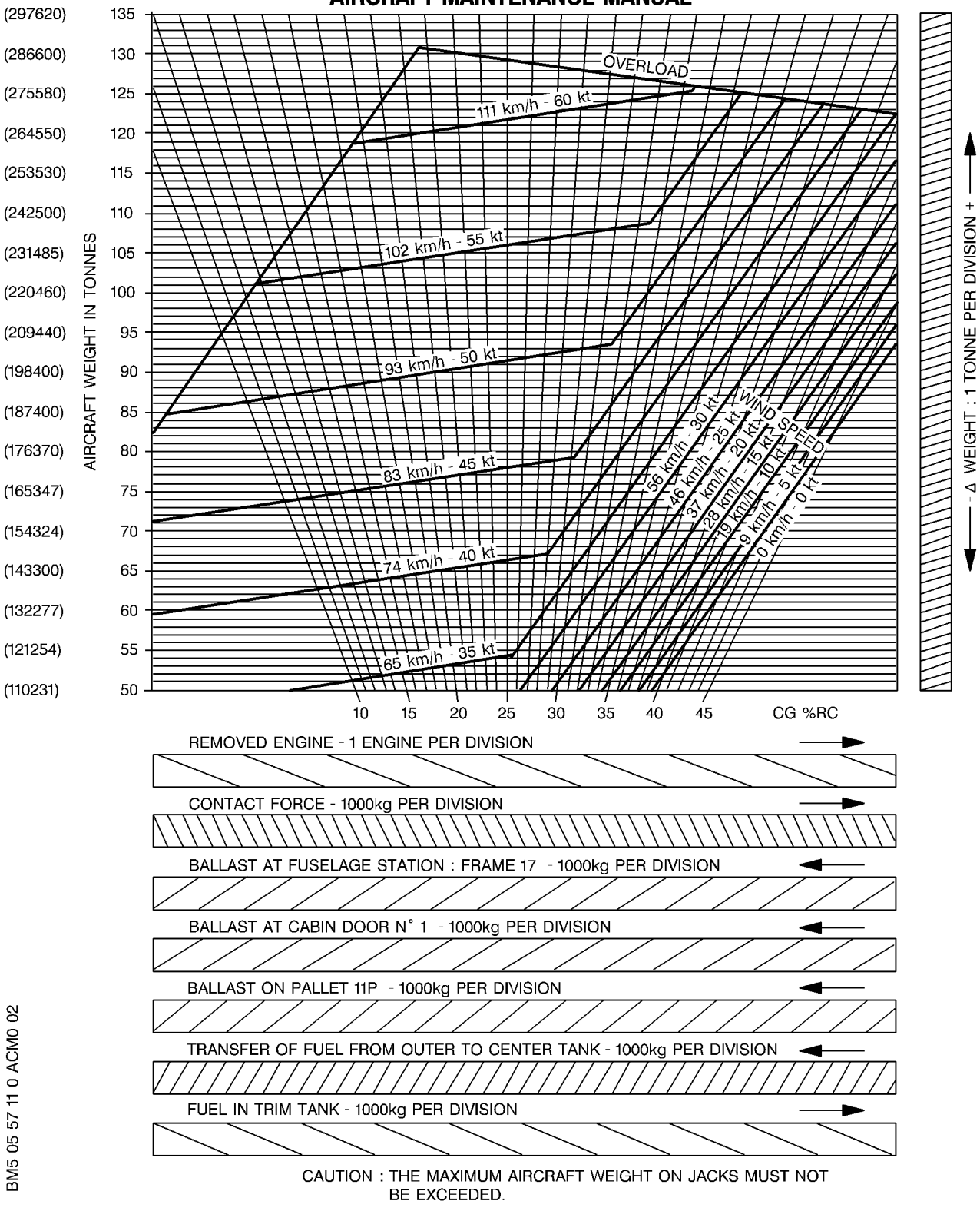
R



BM5 05 57 11 0 ABM0 02

Aircraft on Wheels, on Wet Ground
Figure 002

R



BM5 05 57 11 0 ACM0 02

CAUTION : THE MAXIMUM AIRCRAFT WEIGHT ON JACKS MUST NOT BE EXCEEDED.

Aircraft on Jacks
Figure 003

R

A. Check of Aircraft Stability with two engines
(1)For instance, for a weight of 84 tonnes (185186.4 lbs) and 24%CG, plot this pair of values on chart to obtain point A.
NOTE : It should be noted that under these conditions, the aircraft will safely withstand a 55 Kts (102 km/h) wind.

B. Check of Aircraft Stability with 4 Tonnes of Fuel in Trim Tank
(1)From point A, plot a horizontal line to intersect the delta weight so as to obtain point B.
(2)From this point, plot the weight of fuel in trim tank, 4 tonnes (8818 lbs) approx, in the direction of arrow, to obtain point B'.
(3)From point A, plot a vertical line to intersect with one division of the "fuel in trim tank" scale, and obtain point C.
(4)On this scale, and in the direction of arrow, plot the weight of fuel in trim tank (1 tonne per division) to obtain point C'.
(5)From point C' plot a vertical line and from point B' plot a horizontal line to obtain point D.
By reading the diagram, we obtain :
- 40.7 % CG
- 20 kts (37 km/h) permissible wind.

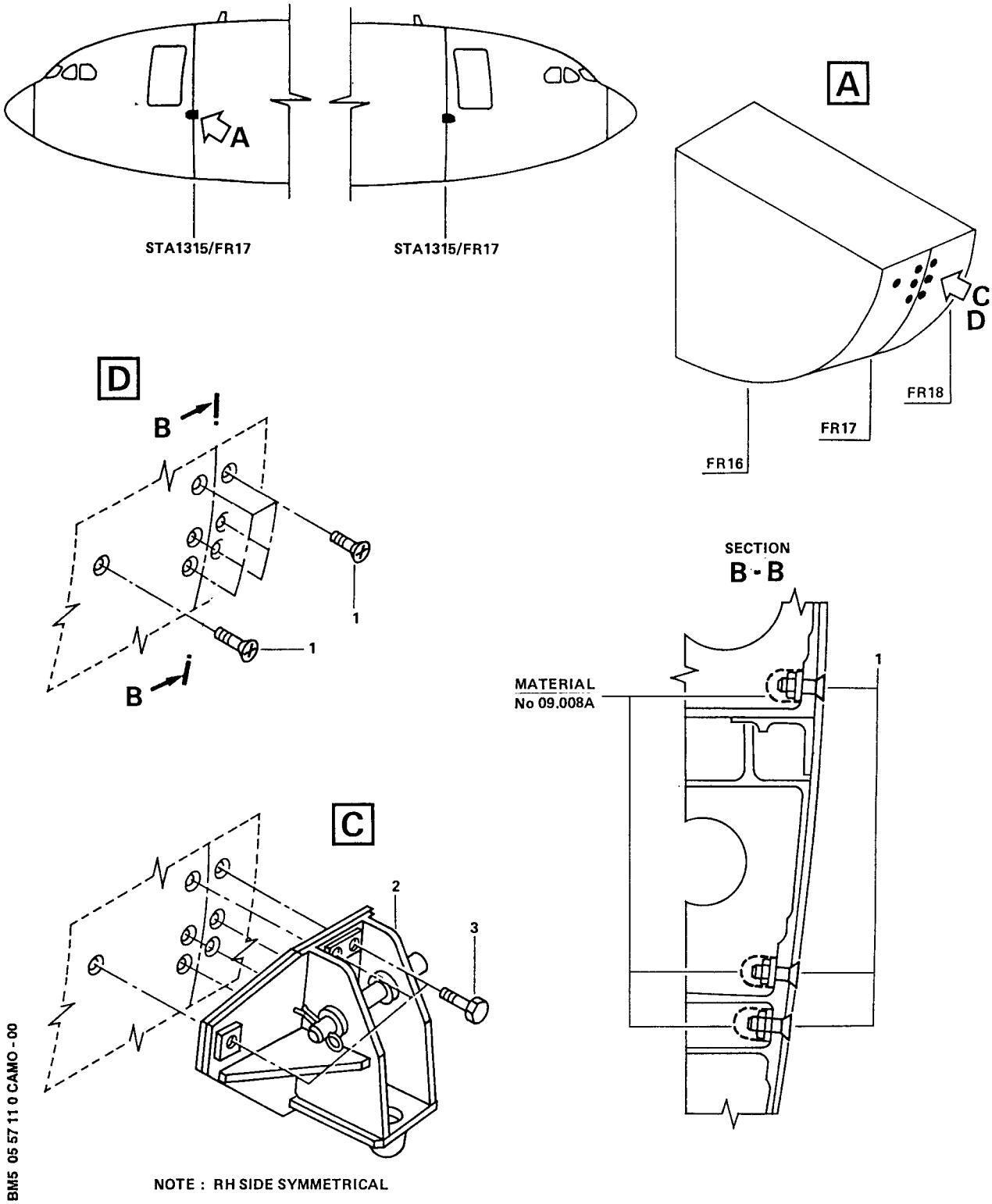
C. Calculation to Determine Amount of Ballast
The aircraft is in the open air, with peak windspeed of 35 kts (65 km/h).
(1)Continue line B'D up to average windspeed of 35 kts (65 km/h) at point E.
(2)Continue vertical line DC' until it intersects "ballast at cabin door No. 1" scale at point F.
(3)From point F, horizontally plot at line which intersects vertical line from E at point G.
(4)Count the number of divisions on the scale between point F and G.
(5)Therefore 1.3 tonnes (2866 lbs) of ballast will be necessary.
In the same way, the amount of ballast required on pallet 11P would be 1.7 tonnes (3748 lbs).
NOTE : For simplification and in view of the fact that it would involve a slight increase in the amount of ballast, the effect of ballast weight on aircraft has not been taken into account.

3. Installation of Fittings (Ref. Fig. 004)
NOTE : These fittings are installed if a ballast weight is required at FR17.

A. Equipment and Materials

ITEM	DESIGNATION
(1)98A07003903001	FR17 Lifting/Mooring Fitting

B. Procedure
(1)Remove blanking screws (1).
(2)Install fittings (2) 98A07003903001 (98A07003903100-LH and 98A07003903101-RH) on Frame 17 with bolts (3).



Lifting/Mooring Fitting - Installation
Figure 004

R

4. Close-Up

A. Equipment and Materials

ITEM	DESIGNATION
(1)Material No. 05-002	Special Materials (Ref. 20-31-00)
(2)Material No. 09-008A	Sealants (Ref. 20-31-00)

B. Removal of Fittings (Ref. Fig. 004)

(1)Remove bolts (3), remove fittings (2) 98A07003903001 (98A07003903100-LH and 98A07003903101-RH).

(2)Smear threads of blanking screws (1) with Material No. 05-002 and install blanking screws (1) on frame 17.

(3)Smear again threads of blanking plugs (1) on the inner side of the aircraft with Material No. 09-008A.

NON REVENUE FLIGHT REQUIREMENTS FOLLOWING MAINTENANCE ACTIONS

1. General

Non-revenue flights following maintenance actions are not required by **AIRBUS** except for actions involving items that cannot be properly ground tested to verify that the aircraft operational characteristics have not been adversely affected. Service experience has shown that a non-revenue flight is good practice following actions or repairs which could affect the aircraft inherent aerodynamic characteristics.

NOTE : Operator regulatory authorities may require non-revenue flights following certain maintenance actions.

R **NOTE** : Contact Airbus for a proposed check flight.

2. Engine Replacement

Replacement or reinstallation of both engines does not require a non-revenue flight providing the engines have been successfully shop tested prior to installation, properly installed and successfully ground tested in accordance with all applicable maintenance instructions. However, owing to the number of different interfaces concerned, **AIRBUS** recommends that a non-revenue flight be carried out after changing or installing both engines to check that no double maintenance induced faults have been introduced.

R **NOTE** : Contact Airbus for a proposed check flight.